

SECOND YEAR—1905.

The FLORIDA AUTO ANNUAL



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Florida Auto Annual.

Rare

SECOND YEAR—1905.



Published annually in connection with the Ormond-Daytona Beach Meet, by Foster & Reynolds.

THE ORMOND-DAYTONA MEETS.

WHEN automobilists would lower speed records, they come to the Ormond-Daytona Beach, to the mid-winter meets of the Florida East Coast Automobile Association. The wonderful speedway is a stretch of beach 300 feet wide at low water, level, smooth, almost as hard as asphalt, and extending twenty miles without turn, break or obstruction. Here the driver has before him an open course, which is absolutely safe, and is unmatched for straightaway driving. The Ormond-Daytona course is the fastest in the world. Its auto record is 39 seconds, and that is the world's record. It is this speed developing quality which gives the course international fame, and makes it the Mecca of automobile speed enthusiasts the world over. The Florida mid-winter meeting is the most important event in the automobile year. The initial meet, held in 1903, though largely impromptu, resulted in the lowering of automobile and motor-cycle speed records. The performances demonstrated the extraordinary qualities of the course, and attracted attention of automobilists everywhere. The second meet, held in 1904, was participated in by a large number of the best-known amateurs, and resulted in the making of sensational records, among them those by Mr. W. K. Vanderbilt, Jr., whose record mile was run in 39 seconds; ten miles in 6.50, or at the rate of 41 seconds to the mile; and 50 miles in 40.49 4-5, over a ten-mile course. These figures represent to date the utmost achievement of man and machine; but are likely to be surpassed on the same marvelous beach course. After making his run of a mile in 39 seconds last

77244



The Horseless Age at Ormond.



Club house of the Florida East Coast Automobile Association—Ormond-Daytona Beach course.

year, Mr. Vanderbilt declared that faster time yet was possible. It is believed that the driver who carries off the Dewar cup in the one-mile championship event this year will have to lower Mr. Vanderbilt's world-famous figures.

The annual international automobile race meets on the Ormond-Daytona Beach are held under auspices of the Florida East Coast Automobile Association. The Association was organized, and is conducted solely for the promotion of the sport, and is maintained by the dues of members and the entry fees paid by the competing sportsmen.

The record trials are open to the world, and thus the meet has an international character. Foreign countries are represented, both among the patrons and the contestants. Sir Thomas Dewar, of London, has presented a \$2,000 challenge cup for the international one-mile championship, and will personally attend the meet and act as one of the officials.

The Association owes much to the services of Mr. C. G. Burgoyne, of Daytona, who, during his term as president, was indefatigable in his efforts to make the club a success, and contributed liberally of his means, time and strength to assure that end. The \$1,000 silver cup, given in event No. 6 as the Florida East Coast Automobile Association Cup, was presented to the Association by him. When last December Mr. Burgoyne was compelled to resign his office, solely on account of his health, he was succeeded by Mr. Edward M. Steck, the well-known auto enthusiast of Philadelphia, who has a winter home in Daytona.



The Ormond-Daytona course, looking toward Ormond.

President Steck's ambition is to make Florida the winter automobile playground of the world. He is himself the owner of a fine Mors touring car, and has entered his 80 horse-power Darracq for this year's races.

Secretary John B. Parkinson, of Daytona, has been the executive agent on whose shoulders have rested the hard work and the responsibility; and the success of the Association meets has been largely promoted by his energy and devotion to the work.

During the past summer the Association has erected a most attractive and commodious club house on the beach, directly opposite the half-way post of the twenty-mile course. It displays the figures 39 of Mr. Vanderbilt's auto run. By a singular coincidence a Daytona house, which President Steck has devoted to the use of an auxiliary club house during the meet, is numbered 39 Ridgewood Avenue. The club has a membership of two hundred, and among them many prominent and well-known people: W. K. Vanderbilt, Jr., H. M. Flagler, Howard Gould, John Jacob Astor and many others.

The condition of the beach for wheels this winter is magnificent, reports Secretary Parkinson; according to old residents, it never was better. Mr. Parkinson adds this interesting description of the peculiar composition which makes the Florida shore unique among the sea beaches of the world: "Its sand is composed largely of the shells of the coquina clam, or Donax, peculiar to this part of Florida. The shells are about one-half inch long and very thin. For ages nature has been rolling them up, washing them back into the surf and pulverizing them. Examined under the microscope each particle is round, unfit for mortar, builders say, because its smoothness prevents it from holding together; yet, strange to contemplate, the very moment a wave leaves



On the sand dunes of Ormond-Daytona beach—Auto races of 1904.



The Florida sand sailer beating up the beach on the Ormond-Daytona Beach.



Go! Ormond-Daytona Beach. Notice that all four feet of the trotter are off the ground.



The line-up—Twenty-two automobiles abreast on the Ormond-Daytona Beach.

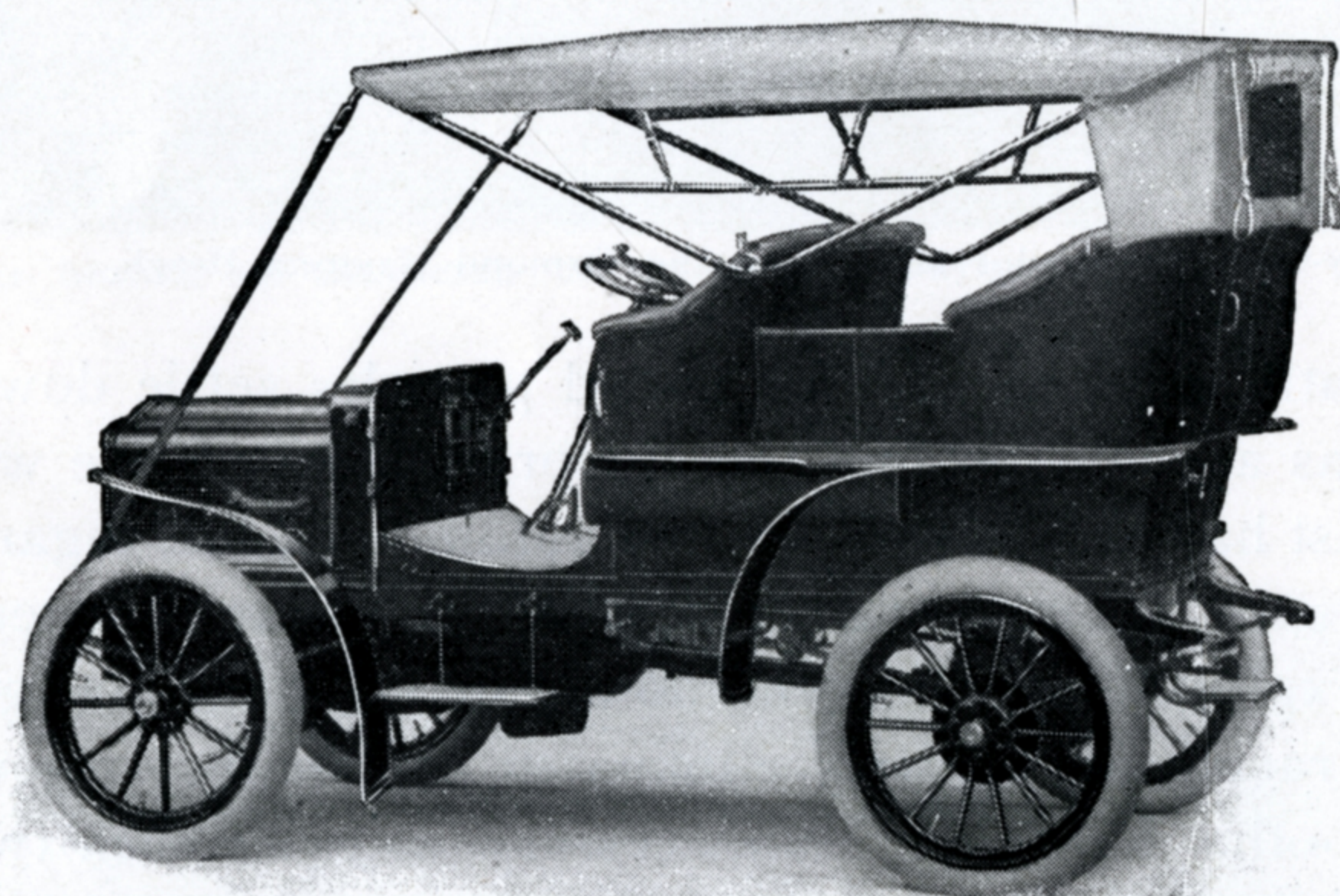
the wet, apparently soft beach, these round particles settle down into a cement almost as hard as asphalt, beyond the comprehension of one who has not seen it. Surely it must have been made for the automobile, for, regardless of weather conditions, there is no mud, no dust, tires are never heated owing to the moisture, and exploded tires are unknown. Here, too, the great dangers of road and track racing are entirely eliminated and man can never build a road as hard and smooth. Repairs are unnecessary, as twice each twenty-four hours it is entirely rebuilt by the tides. Immense holes may be dug, but the next tide hides every trace. Being almost level and with an average rise and fall of only 2 feet 9 inches at extremely low tide, this beach is from 300 to 500 feet wide and can be used from two hours after until two hours before high tide, thus giving an average of seven to eight hours for automobiling some part of each day."

The beach has always been famous, and the adaptation of the hard, smooth surface to wheels has furnished one of the chief attractions of Ormond. Before the day of the auto car, Ormond had its tally-ho, and Daytona its sand-flyer; and before these was the ox-cart of the Florida Cracker. Messrs. Anderson & Price, of the Hotel Ormond, who have been foremost in intelligent enterprise to develop and proclaim to the world the possibilities of the beach, are fond of assembling in an Ormond Beach round-up, the primitive ox-vehicle and the latest auto-flyer, as a contrast, illustrating the changes which have taken place.

The first autoist to prove the possibilities of Ormond was Mr. J. F. Hathaway, for many successive years a winter visitor here. He is familiarly called the

The Incomparable WHITE

A Touring Car that Tours



"The most noteworthy performance of the Eagle Rock Hill climb was the 1 minute 23 3-5 seconds record, the fifth best time, made by Webb Jay in a 15 H.P. White Steamer. This little American car, which is not a racing machine, but practically a stripped touring car, selling at \$2,500.00, climbed the hill in only 3 3-5 seconds slower time than the big foreign cars, costing \$16,000.00 and having four times its horsepower.—*Brooklyn Daily Eagle*, Nov. 25.

WHITE Sewing Machine **Company**
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The ring tourney on Ormond Beach—Taking the 2-inch ring at full speed.

father of the beach races, for it was his suggestion which led to the first meet in 1903. Three years before that, in 1900, Mr. Hathaway had brought to Florida one of the first motor cars ever seen in the State. He has many quaint stories to tell of the not altogether friendly reception he met among the natives.

The automobiling opportunities are by no means confined to the beach. Driving has always been in favor at Ormond and Daytona, and much attention has been given to the making of good roads. The Ormond drives are famous for their excellence and attractiveness. They lead in many directions, passing through charming scenery, and reaching many interesting points. One penetrates dense tropical forest, leading to ancient stone ruins; another follows the river to a modern plantation, hospitably thrown open to inspection; a third takes us through hammock and pine woods to the Tomoka Cabin on the Tomoka River. A favorite route is south on the ocean beach to Daytona and return by the Halifax River road; or from Daytona one may soon go on to New Smyrna by the new hard shell road which for fifteen miles will closely follow the west bank of the river. The 35-mile round trip on the beach from the Inn

to Smyrna Inlet can easily be made in one hour on a motor cycle.* All these roads are adapted to the automobile, and every season finds upon them an increased number of machines. During the season of 1903-4, Mr. and Mrs. W. A. Adriance, of Poughkeepsie, N. Y., ran their 1903 auto car over 1,200 miles on the roads about Ormond without one road repair.

Ormond is not alone in the possession of good roads. The streets and suburban drives of Jacksonville, New Smyrna, Orlando, De Land, Miami, Tampa, and other points are all good auto roads.

Mr. Flagler's rock roads at Miami are a grand object lesson, and have given an impetus to the good roads movement, which has been taken up with much enthusiasm and is providing the East Coast country with a system of highways embodying the modern art of road building. Native material for roads is found in the coralline rock, which is soft and easily quarried, hardens upon exposure to air, and when crushed makes an admirable road metal. Another material extensively used is the oyster shell, drawn in abundant supply from the shell mounds along the coast, and another is the white marl of Ormond and Daytona.

The roads already constructed, building and projected, form links of the great highway which has been planned to extend from Jacksonville south 350 miles to Miami to connect those two cities and St. Augustine, Ormond and Daytona, New Smyrna, Rockledge, and West Palm Beach, with spurs to De Land and other points. This great highway will be a broad, hard-surfaced boulevard, adapted to modern vehicles.

The good roads movement now popular in the State, is promoted by the County Commissioners and Good Roads Association of Florida. The Association covers Florida. Hundreds of miles of roads are planned; every mile means opportunities for automobilists, both residents and tourists. The advent of the cruising launch and that of the touring automobile have opened to winter visitor and resident a new Florida, the resources and compensations of which are as yet hardly realized.

CONDITIONS OF THE 1905 MEET.

Races are held under the rules and with the sanction of the Racing Board of the American Automobile Association.

No prizes awarded in case of walk-overs. No second prize unless three cars start.

Handsomely engraved parchment certificates will be awarded to each contestant in time trials, officially certifying the time made.

The final heats of handicaps will be re-handicapped if, in the opinion of the handicapper, any change is desirable.

All events, except handicaps, and those otherwise specified, will be from flying start.

Entrance fee, \$20 for each event, except for the Sir Thomas Dewar Challenge Cup, for which the entry fee under the deed of gift is \$50.

First and second prizes will be awarded, and will consist of medals or plate.

No cash prizes will be offered. No prizes other than certificates for time trials.

In all events above ten miles there will be a two-minute control at each turn, and at the discretion of the referee cars may be started from a standstill at one-minute intervals, the winner then being determined by time instead of position.

The exact time of starting each event will depend on the tide and condition of the beach. The meeting, or any race or races, are subject to postponement in case of stormy weather, or inability to complete the programme within the specified time.



A winter afternoon round-up of autos and other wheels on the Ormond-Daytona beach.

The Ormond-Daytona Beach presents a bright and animated picture on a winter afternoon, with the throngs of surf bathers and beach strollers, the automobiles and the Hotel Ormond's big auto tally-ho, bicycles propelled by pedals and others driven by sail, and the unique sand-sailers skimming like birds over the beach. The sand-sailer, an invention of Daytona ingenuity, is a body frame mounted on wheels and fitted with a sail; it goes like an ice yacht, and the sensation of going on it is like that of speeding over the Hudson River ice yacht course.

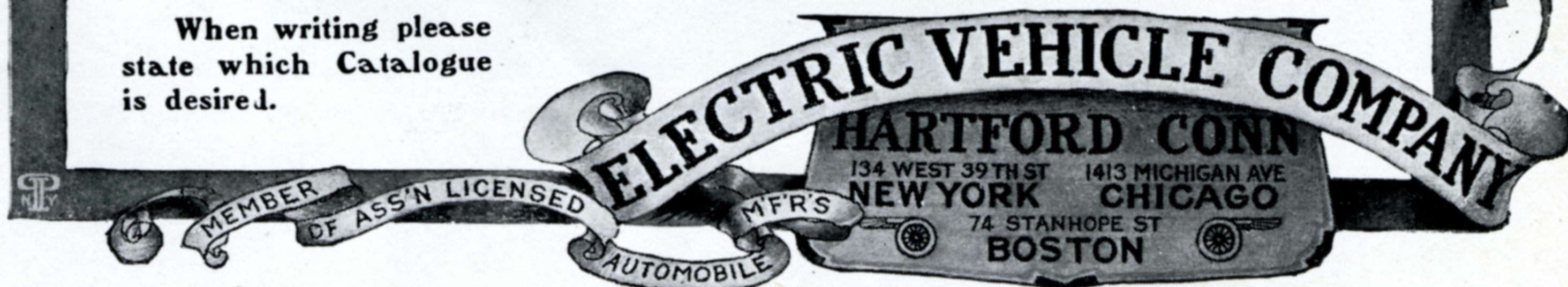


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are wholly built in our own works, insuring that uniformity of excellence in design, materials and workmanship which have built up the **Columbia** name and reputation. The **Columbia** line for 1905 includes 35-40 H. P. 4-cylinder Gasolene Cars with Side Entrance Tonneau, Royal Victoria, Landau-let or Limousine bodies, \$4,000 to \$5,500; 18 H.P. 2-cylinder Gasolene Side Entrance Tonneau, \$1,750; 12-14 H. P. 2-cylinder Gasolene Tonneau, \$1,500; new Electric Victoria-Phaeton with hood and "de luxe" features throughout, the handsomest and most efficient light electric carriage ever offered to the public, \$1,350; light Electric Runabout, \$900; Electric Town Carriages of the coach class and Commercial Vehicles.

We issue three catalogues describing respectively Columbia Gasolene Cars, Columbia Electric Carriages and Columbia Electric Delivery Wagons and Trucks, each being, both in print and illustration, the most artistic publication of its kind.

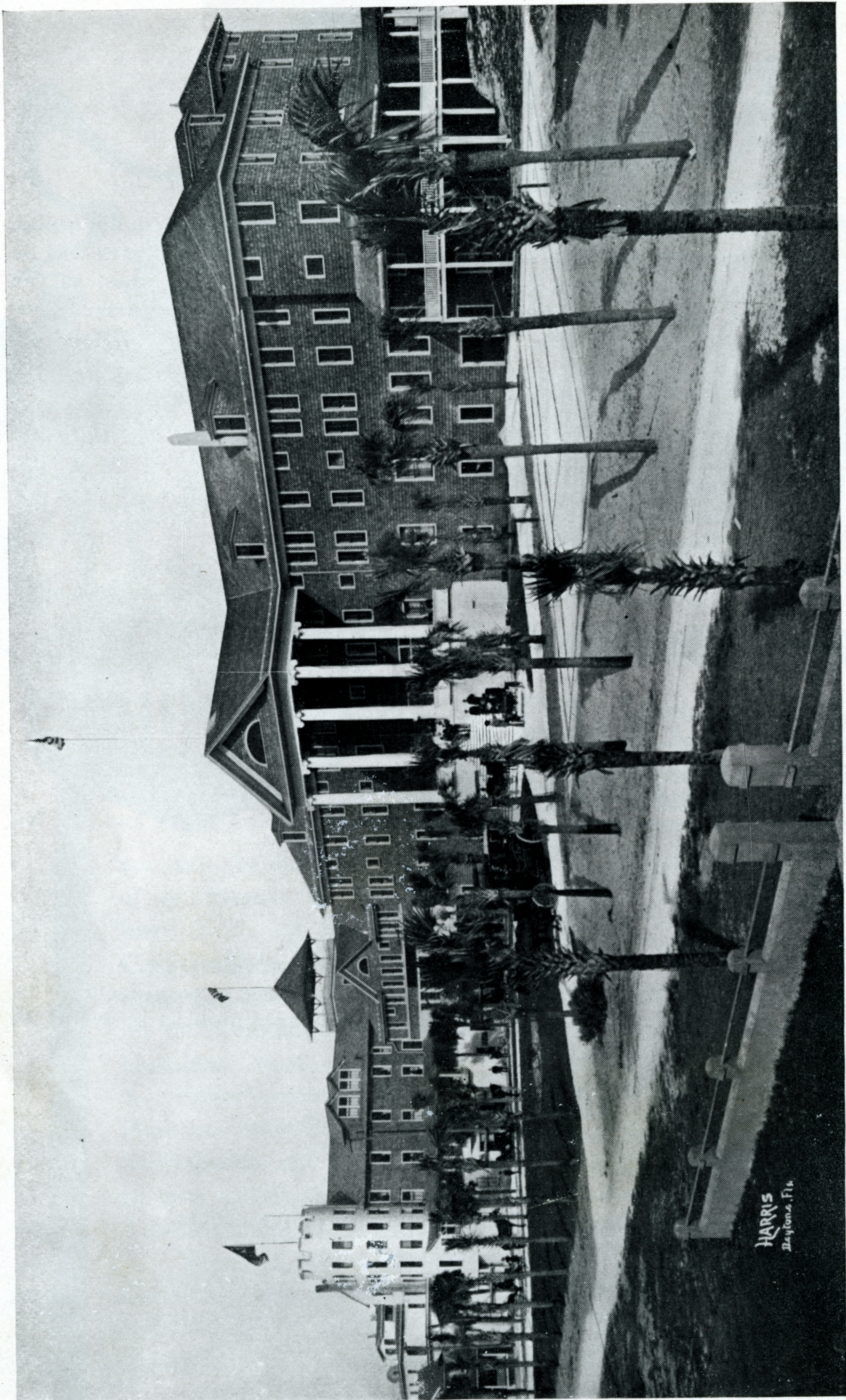
When writing please
state which Catalogue
is desired.



MEET OF 1905.

LIST OF EVENTS.

1. 100 miles, International, for the W. K. Vanderbilt, Jr., Trophy.
2. 1 mile, International Championship, for the Sir Thomas Dewar Challenge Trophy.
No more than four cars will be run in a heat; a second round of heats will be run if necessary. The winner of each heat (or second round of heats, as the case may be) and the fastest second car to compete in the final. Further conditions as specified in deed of gift.
3. 1 mile trials, Classes A (1,432 to 2,204 lbs.), B (851 to 1,432 lbs.), and C (551 to 851 lbs.).
4. 1 kilometer, time trials, Classes A, B and C (weights as in events No. 3).
5. 10 miles, Ormond Derby, open, for the Maj. C. J. S. Miller Trophy.
6. 50 miles, Daytona Handicap, open, for the F. E. C. A. A. Challenge Cup. Conditions as specified in deed of gift.
7. 1 kilometer, Record Race, open, for the H. L. Bowden Trophy.
8. 1 mile steam cars, for the Col. R. C. Clowry Trophy.
9. 1 mile, Corinthian, amateur owners only to drive, for the Col. L. C. Weir Cup.
10. 50 miles, open to American-built cars only, for the Lozier Trophy.
11. 10 miles, Mercedes cars only, for the Allen-Halle Trophy.
12. 10 miles, F.I.A.T. cars only, for the Hollander and Tangeman Cup.
13. 20 miles, open, for the Edward R. Thomas Championship Trophy.
14. 5 miles, stock cars, \$1,001 to \$1,800, inclusive.
15. 5 miles, stock cars, \$1,801 to \$2,750, inclusive.
16. 5 miles, stock cars, \$2,751 to \$4,000, inclusive.
17. 5 miles, handicap, open only to the first four cars in events Nos. 14, 15 and 16. No entry fee required.
18. 5 miles, stock cars, \$4,001 to \$6,000, inclusive.
19. 5 miles, stock cars, \$6,001 to \$8,000, inclusive.
20. 5 miles, stock cars, \$8,001 to \$10,000, inclusive.
21. 5 miles, open, for the W. Gould Brokaw Trophy.
22. 5 miles, Great Ormond Handicap, open only to the first three cars in events Nos. 18, 19, 20 and 21. Cars to compete in exactly the same condition as in events 18 to 21 inclusive. No entry fee required.
23. 5 miles, gasolene stock cars, \$650 and under.
24. 5 miles, stock cars, \$650 to \$1,000 inclusive.
25. 10 miles, stock cars, \$1,001 to \$1,800, inclusive.
26. 10 miles, stock cars, \$1,801 to \$2,750, inclusive.
27. 10 miles, stock cars, \$2,751 to \$4,000, inclusive.
28. 1 mile, time trials, stock cars, price classification as in above events.
29. 10 miles, handicap, open.
30. 1 kilometer, Class A (1,432 to 2,204 lbs.).
31. 1 kilometer, Class B (851 to 1,432 lbs.).
32. 1 kilometer, Class C (551 to 851 lbs.).
33. 1 mile, Class A, weights as above.
34. 1 mile, Class B, as above.
35. 1 mile, Class C, as above.
36. Gymkana race.



THE CLARENDON, Seabreeze (Daytona Beach) Florida

On the famous East Coast, 79 miles south of St. Augustine, and overlooking the great International Automobile Race Course. Spacious garage and skilful mechanics. Handsomely equipped rooms, single or en suite, with private bath. Electric lights, steam heat. For rates, booklet and further information address, THE CLARENDON, Seabreeze, Fla. C. H. KNAPPE, Mgr. E. L. POTTER, Prop.

THE ORMOND-DAYTONA BEACH AUTO MEET OF 1903.

The first annual meet was held on the three days, March 26, 27 and 28, 1903, and resulted in the making of three new American records.

Mr. Alexander Winton drove his "Bullet" one mile in :52 1-5, which was within two-fifths of a second of tying Henri Fournier's record of :51 4-5 on the Ocean Parkway, Brooklyn, in 1901. In the competition for the East Coast trophy, he cut his own 10-mile track time from 10:50 (made at Brighton Beach in August, 1902) to 10:26 1-5, thereby establishing a 10-mile straightaway record for America. In another trial, on the same day, in which Mr. Winton made the mile in :52 2-5, he lowered the kilometer record to :32 4-5.

H. T. Thomas, in his Oldsmobile racer "Pirate," weighing 825 pounds, made a new straightaway mile record for machines weighing less than 1,000 pounds. His time was 1:06 1-5, as against the 1:27 3-5 made by Jacques Lonquevez, on the Ocean Parkway, Brooklyn, in 1901.

Oscar Hedstrom, on an Indian motor cycle, made the American straightaway mile record of 1:03 1-5, as against C. H. Metz's time, 1:10 2-5, made on the Staten Island Boulevard in May, 1902. He reached the kilometre in :39, and thus made a world's record.

A special race for Oldsmobile machines was won by Raymond Boothroyd, Newburgh, N. Y.; Dr. W. F. Robinson, New York, second; Dr. Bennett, Daytona, third. Time, 1:36.

J. F. Hathaway, of West Somerville, Mass., steamed a mile in 1:28 2-5. His vehicle was not of the racing kind, but this gives an idea of what the non-racing driver may enjoy in point of speed on this ideal course.

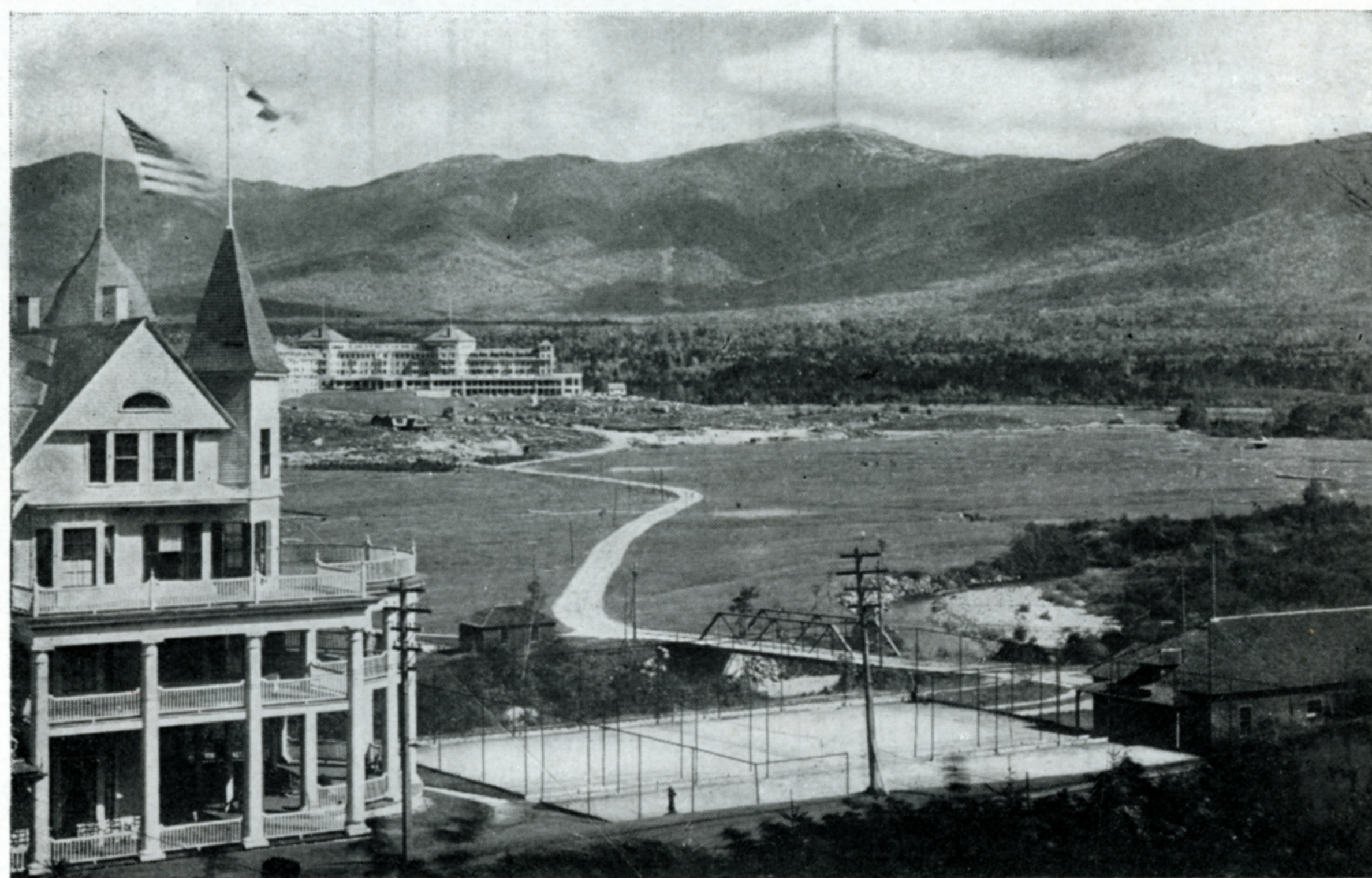
Winton engaged with Thomas in a mile race for the Ormond Challenge Cup, winning by a fifth of a second, as the start was very slow and the lighter "Pirate" got away more quickly than the heavier "Bullet." Time for winner, 1:15 1-5.

W. W. Austin defeated D. P. Merrill in a motor cycle race for the championship of Florida, the winner going a mile in 1:36.

In the Daytona Five-Mile Handicap the scratch man was Winton. Thomas had 50 seconds, Hedstrom took 1:05, Boothroyd was given 5:15, and Dr. Robinson's allowance was 6 minutes. Hedstrom won in the actual time of 5:37, which would have been a new record had the Mors instrument been fixed for the five miles, the timing being done for this event with stop watches and the figuring on the subtraction plan. Thomas ran second in the actual time of 6:05. Boothroyd, in 10:45, was third.

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Beach and Miami, Florida. ♪ ♪ ♪ ♪

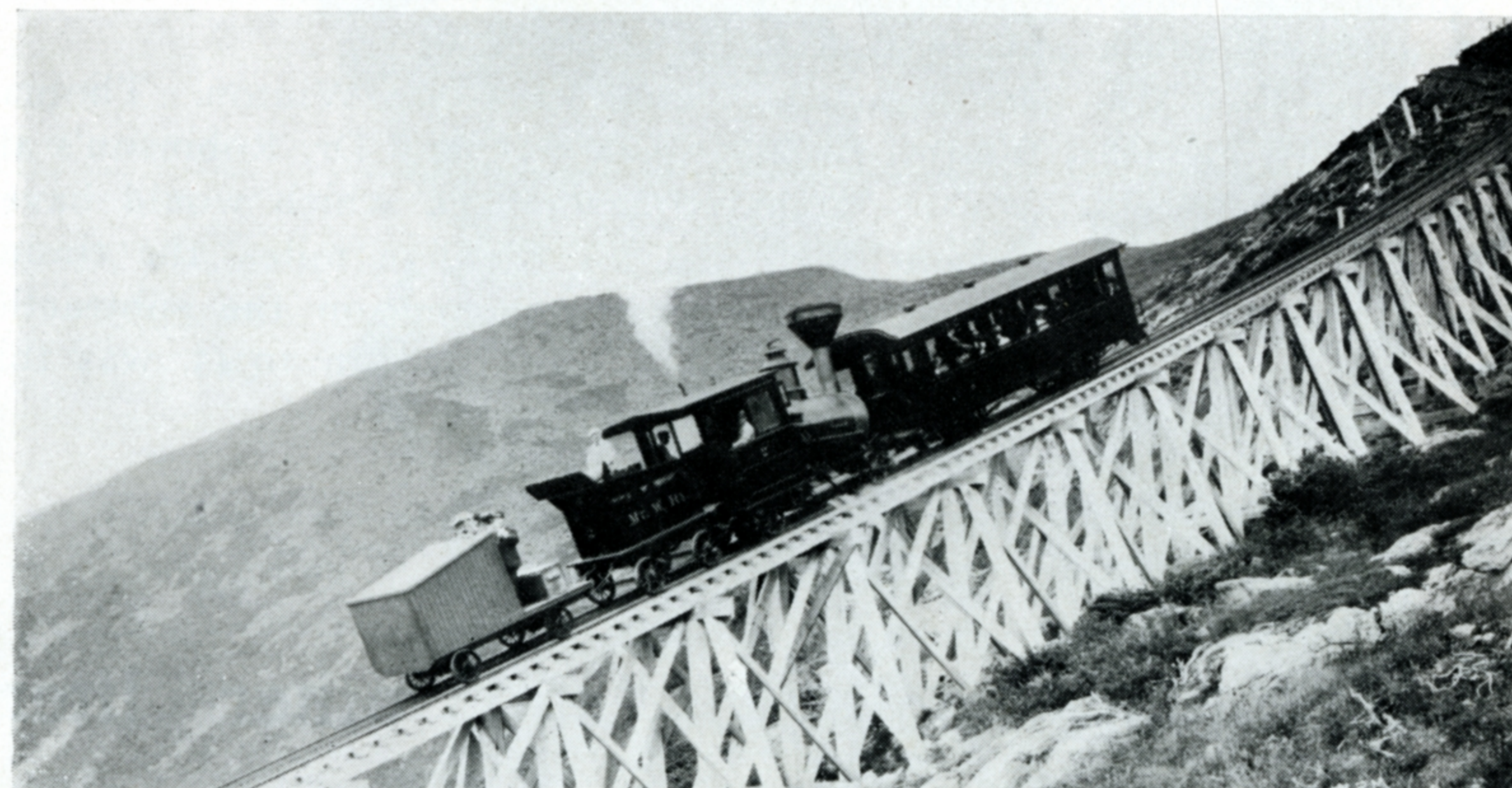
WHITE MOUNTAINS



THE COLONNADE OF THE MOUNT PLEASANT ON THE LEFT, THE MOUNT WASHINGTON AND THE PRESIDENTIAL RANGE BEYOND THE GOLF COURSE. LINE OF MOUNT WASHINGTON RAILWAY VISIBLE ON THE MOUNTAIN SIDE.

NEW YORK TO BRETTON WOODS.

Leave, 9:02 A. M.; Arrive, 7:30 P. M. Leave, 9 P. M.; Arrive, 8:40 A. M. Through train to special station on the grounds of **The Mount Pleasant** and **The Mount Washington** at Bretton Woods, Ten Thousand Acres in the **HEART OF THE WHITE MOUNTAINS.**



THE CLIMB TO THE CLOUDS ON THE MOUNT WASHINGTON RAILWAY.

Steepest grade is at "Jacob's Ladder," shown in view, 1980 feet to the mile, or rising 13 inches to advance 3 feet. Two trains daily from Bretton Woods; 2½ hours on Summit for passengers by 9:23 A. M. train, arriving back 3:23 P. M. Tourists are advised, however, to pass the night on the mountain, in the comfortable "Summit House," as the afternoon and early morning views are often the finest.

Pure Air,

Pure Water,

Pure Delight.

AT BRETTON WOODS.

Every comfort and luxury in the hotels, and every advantage for health and enjoyment out-of-doors.

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Records of the Meet of 1905.

Details of Entries of Entrants who Secured Places.

Where the driver was other than the owner, the name of driver is given in parentheses.

1. W. K. Vanderbilt, Jr., Mercedes, 90 H. P., gasoline, Continental tire.
2. H. L. Bowden, Mercedes, 120, gasoline, Michelin tire.
3. H. S. Houpt (M. Roberts), Thomas, 40, gasoline, G. & J. tire.
4. Louis S. Ross, Stanley, 20, steam, Diamond tire.
5. Arthur E. MacDonald, D. Napier, 90, gasoline, Continental tire.
6. Edw. R. Thomas, Mercedes, 90, gasoline, Continental tire.
7. La Roche and Steck, (A. Le Blanc), Darracq, 80, gasoline.
8. B. M. Shanley, Jr. (E. H. Fredericks), Mercedes, 90, gasoline, Continental tire.
9. F. A. La Roche (A. Le Blanc), Darracq, 20, gasoline, Continental tire.
11. Harry S. Houpt (M. Roberts), Thomas, 40, gasoline, G. & J. tire.
13. W. Gould Brokaw (M. G. Bernin), Renault, 60, gasoline.
14. Standard Auto Co. (G. W. Vaughan), Decauville, 40, gasoline, Continental tire.
17. John Caswell, Columbia, 35, gasoline, Continental tire.
18. Pope Motor Car Co. (A. G. Webb), Pope-Toledo, 75, gasoline, Diamond tire.
19. Pope Motor Car Co. (Chas. Soules), Pope-Toledo, 30, gasoline, G. & J. tire.
20. Pope Motor Car Co. (Chas. Soules), Pope-Toledo, 30, gasoline, G. & J. tire.
21. Alf. G. Vanderbilt (Paul Sartori), F.I.A.T., 90, gasoline, Continental tire.
22. Jas. L. Breese, Mercedes, 35, gasoline, Continental tire.
23. Jas. L. Breese, Mercedes, 18, gasoline, Continental tire.
25. Wm. Wallace, F.I.A.T., 90, gasoline, Michelin tire.
26. Maj. C. J. S. Miller, Thomas, 75-85, gasoline, Goodrich tire.
27. Jos. H. Heller (Chas. Deplus), Pope, 80, gasoline, Continental tire.
28. Samuel B. Stevens, Mercedes, 90, gasoline, Continental tire.
29. Chas. N. Wheeler, Bartholomew, 12, gasoline, Fisk tire.
30. Walter Christie, Christie, 60, gasoline, G. & J. tire.
31. Electric Vehicle Co. (H. P. Maxim), Columbia, 18, gasoline.
32. Electric Vehicle Co. (Eddie Bald), Columbia, 35-40, gasoline.
33. Ford Motor Co. (Henry Ford), Ford, 60, gasoline.
34. Auto Car Co. (W. E. Evans), Auto Car, 10, gasoline.
36. R. E. Jarrige (Chas. Canaut), De Dietrich, 45, gasoline, Michelin tire.
40. Webb Jay, White, 15, steam.
41. O. W. Thomas (H. W. Fletcher), De Dietrich, 80, gasoline, Continental tire.
42. Peerless Motor Car Co. (Barney Oldfield), Peerless, 60, gasoline.
43. M. B. Aultman, Pope-Tribune, 10, gasoline.

TUESDAY, Jan. 24.

One Kilometre, Class B (Weight 851 to 1,432 Pounds).

40. Webb Jay, 15 H. P. White Steamer, 44 2-5s.
9. A. LeBlanc, 20 H. P. Darracq, second, 1m. 1 4-5s.

Five-Mile Stock Cars—\$2,751 to \$4,000 Inclusive.

19. Charles Soules, 30 H. P. Pope-Toledo, 5m. 13 3-5s.
3. M. Roberts, 40 H. P. Thomas, second.
17. John Caswell, 35 H. P. Columbia, third.

Five-Mile Stock Cars—\$2,751 to \$4,000 inclusive.

19. Chas. Soules, 30 H. P. Pope-Toledo, 5m. 17 3-5s.
9. A. Le Blanc, 20 H. P. Darracq, second, 6m. 22 1-5s.

Time Trials—Five Miles.

14. Guy W. Vaughan, 40 H. P. Decauville, 4m. 32 2-5s.
31. H. P. Maxim, 18 H. P. Columbia, 7m. 2-5s.
43. M. B. Aultman, 10 H. P. Pope-Tribune, 11m. 35 4-5s.



THE SPECTATORS IN FRONT OF THE CLUB HOUSE.

Five-Mile Handicap.

- 31. H. P. Maxim, 18 H. P. Columbia, 7m.
- 19. Charles Soules, 30 H. P. Pope-Toledo, second, 7m. 28 4-5s.

Five-Mile Stock Cars—\$651 to \$1,000 Inclusive.

- 4. Louis S. Ross, 20 H. P. Stanley Steamer, 9m. 34 1-5s.
- 38. W. E. Evans, 18 H. P. Autocar, second.
- 29. C. N. Wheeler, 12 H. P. Bartholomew, third.

Record Trial for Five Miles.

A. E. MacDonald, 90 H. P. Napier, 3m. 32s.

Ten Miles for Stock Cars—\$2,751 to \$4,000 Inclusive.

- 19. Charles Soules, 30 H. P. Pope-Toledo, 10m. 35 3-5s.
- 17. John Caswell, 35 H. P. Columbia, second, 12m. 1 1-5s.
- 3. M. Roberts, 40 H. P. Thomas, did not finish.

Record Trial, Ten Miles.

- 13. M. G. Bernin, in W. Gould Brokaw's 60 H. P. Renault, 5 miles, 3m. 51 3-5s.; 10 miles, 7m. 42s.

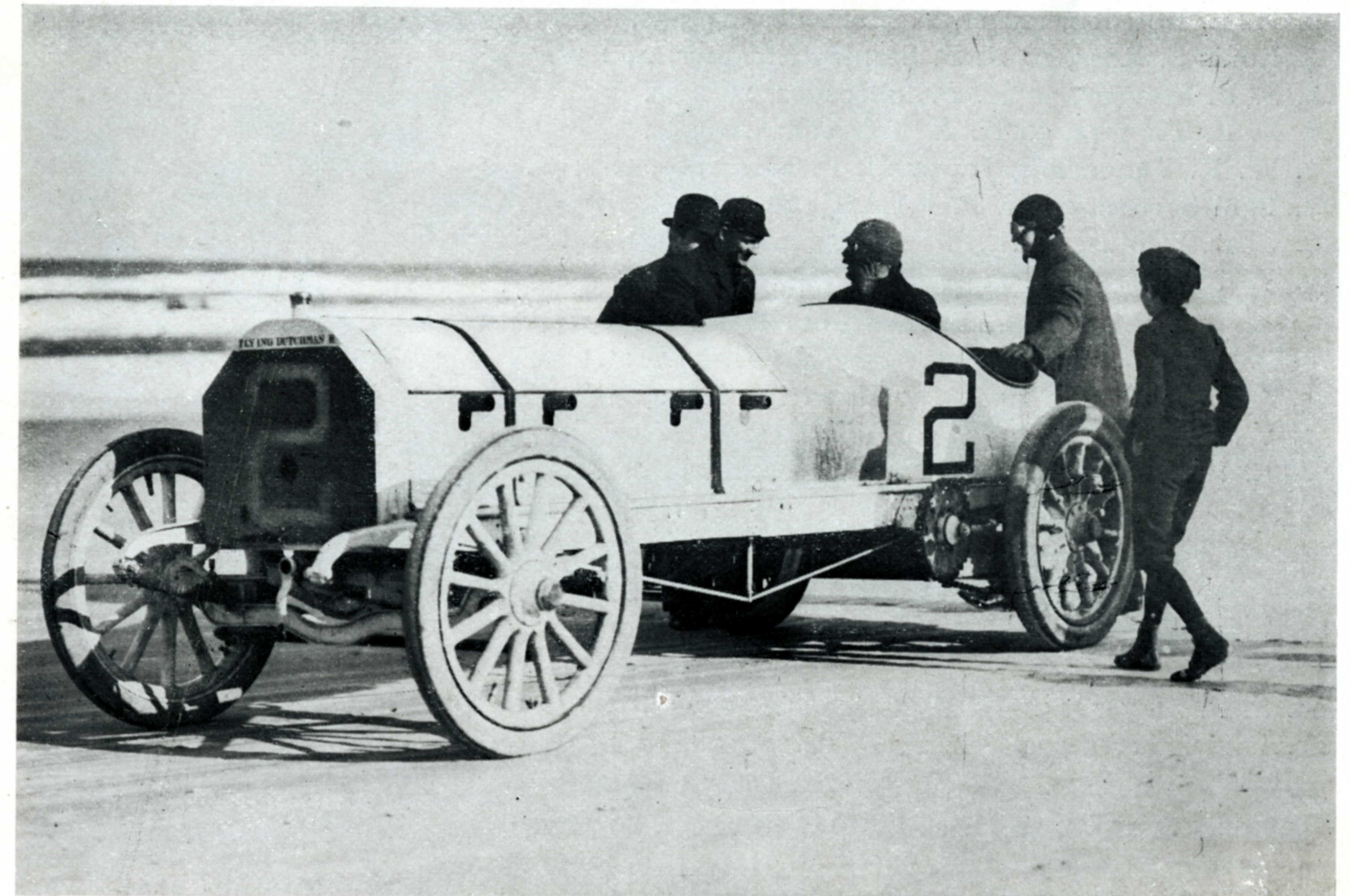
Ten Miles for Stock Cars—\$1,001 to \$1,800.

- 31. H. P. Maxim, 18 H. P. Columbia, 14m. 12 3-5s.
- 29. C. N. Wheeler, 12 H. P. Bartholomew, second.

WEDNESDAY, Jan. 25.

One Mile Time Trials.

- 5. Arthur E. MacDonald, 90 H. P. Napier, 34 2-5s. (World's record.)
- 2. H. L. Bowden, 100 H. P. Mercedes, 34 1-5s.; (2,204 lbs.—not eligible for class A).
- 4. Louis S. Ross, 20 H. P. Stanley, 38s.
- 25. Wm. Wallace, 90 H. P. F.I.A.T., 39 1-5s.
- 28. S. B. Stevens, 90 H. P. Mercedes, 39 2-5s.
- 6. E. R. Thomas, 90 H. P. Mercedes, 39 2-5s.
- 30. Walter Christie, 60 H. P. Christie, 42 1-5s.
- 1. Wm. K. Vanderbilt, Jr., 90 H. P. Mercedes, 42 3-5s.
- 27. Jos. H. Heller, 90 H. P. Pope, 43 3-5s.



H. L. BOWDEN'S 100 H. P. MERCEDES, "FLYING DUTCHMAN."

- 8. B. M. Shanley, 90 H. P. Mercedes, 44 1-5s.
- 21. A. G. Vanderbilt (Sartori), 90 H. P. F.I.A.T., 45 1-5s.
- 14. Guy Vaughan, 40 H. P. Decauville, 48 1-5s.
- 13. W. Gould Brokaw (Bernin), 60 H. P. Renault, 45 2-5s.
- 40. Webb Jay, 15 H. P. White, 53s.
- 22. Jas. L. Breese, 35 H. P. Mercedes, 53 2-5s.
- 23. Jas. L. Breese, 18 H. P. Mercedes, 1m. 3 1-5s.
- Oscar Hedstrom, Indian Motorcycle, 1m. 2s.

One Mile International Championship—Sir Thomas Dewar Trophy.

- 4. Louis S. Ross, 20 H. P. Stanley Special, 42s.
- 5. Arthur E. MacDonald, 90 H. P. D. Napier, 42 4-5s.
- 25. Wm. Wallace, 90 H. P. F.I.A.T., 48 1-5s.

One Mile Steam Cars—Col. L. C. Clowry Trophy.

- 4. Louis S. Ross, 20 H. P. Stanley Special, 57 2-5s.
- 40. Webb Jay, 15 H. P. White, 58 1-5s.

One Mile Corinthian—Amateurs Only.

First Heat.

- 1. First—W. K. Vanderbilt, Jr., 90 H. P. Mercedes, 47 3-5s.
- 6. Second—E. R. Thomas, 90 H. P. Mercedes, 47 4-5s.
- 8. Third—B. M. Shanley, Jr., 90 H. P. Mercedes, 55s.

Second Heat.

- 28. First—S. B. Stevens, 90 H. P. Mercedes, 43 2-5s.
- 25. Second—Wm. Wallace, 90 H. P. F.I.A.T., 46 3-5s.
- 22. Third—Jas. L. Breese, 35 H. P. Mercedes, 57 4-5s.

THURSDAY, Jan. 26.

One Kilometre Time Trials—All Weights.

- 5. Arthur E. MacDonald, 90 H. P. Napier, 23s.

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2. H. L. Bowden, 120 H. P. Mercedes, 23 3-5s.
4. Louis S. Ross, 20 H. P. Stanley Steamer, 24 1-5s.
28. S. B. Stevens, 90 H. P. Mercedes, 26 2-5s.
6. E. R. Thomas, 90 H. P. Mercedes, 26 3-5s.
1. W. K. Vanderbilt, Jr., 90 H. P. Mercedes, 28 3-5s.
21. Paul Sartori, 90 H. P. F.I.A.T., 28 4-5s.
27. Chas. Deplus, 80 H. P. Pope, 32 3-5s.
40. Webb Jay, 15 H. P. White, 32 4-5s.

One Kilometre (.621 of a Mile), 1,432 to 2,204 Pounds.

First Heat.

5. Arthur E. MacDonald, 90 H. P. Napier, 27 3-5s.
1. W. K. Vanderbilt, Jr., 90 H. P. Mercedes, second, 30 3 5s.
6. E. R. Thomas, 90 H. P. Mercedes, third, 30 4-5s.

Second Heat.

4. Louis S. Ross, 20 H. P. Stanley Steamer, 28s.
25. Wm. Wallace, 90 H. P. F.I.A.T., second, 33 1-5s.
27. Chas. Deplus, 80 H. P. Pope, third, 38 4-5s.

Third Heat.

28. S. B. Stevens, 90 H. P. Mercedes, 30 3-5s.
21. Paul Sartori, 90 H. P. F.I.A.T., second, 32 3-5s.

Final Heat.

4. Louis S. Ross, 20 H. P. Stanley Steamer, 29 2-5s.
5. Arthur E. MacDonald, 90 H. P. Napier, second, 29 3-5s.
28. S. B. Stevens, 90 H. P. Mercedes, third, 31 3-5s.
- W. K. Vanderbilt, Jr., 90 H. P. Mercedes, broke gear and retired.

One Kilometre Record Race for the H. L. Bowden Trophy.

First Heat.

4. Louis S. Ross, 20 H. P. Stanley Steamer, 27 3-5s.
5. Arthur E. MacDonald, 90 H. P. Napier, second, 29 1-5s.

Second Heat.

25. Wm. Wallace, 90 H. P. F.I.A.T., 32 2-5s.
8. E. H. Fredericks, 90 H. P. Mercedes, second, 34 3-5s.

Third Heat.

28. S. B. Stevens, 90 H. P. Mercedes, 31 1-5s.
21. Paul Sartori, 90 H. P. F.I.A.T., second, 53s.

Final Heat.

5. Arthur E. MacDonald, 90 H. P. Napier, 27 3-5s.
4. Louis S. Ross, 20 H. P. Stanley Steamer, second, 28 1-5s.
28. S. B. Stevens, 90 H. P. Mercedes, third, 30s.
25. Wm. Wallace, 90 H. P. F.I.A.T., third.

One Mile (Amateur Owners to Drive) Corinthian Cup Offered by Col. L. C. Weir.

First Heat.

1. W. K. Vanderbilt, Jr., 90 H. P. Mercedes, 47 3-5s.
6. E. R. Thomas, 90 H. P. Mercedes, second, 47 4-5s.
8. B. M. Shanley, Jr., 90 H. P. Mercedes, third, 55s.

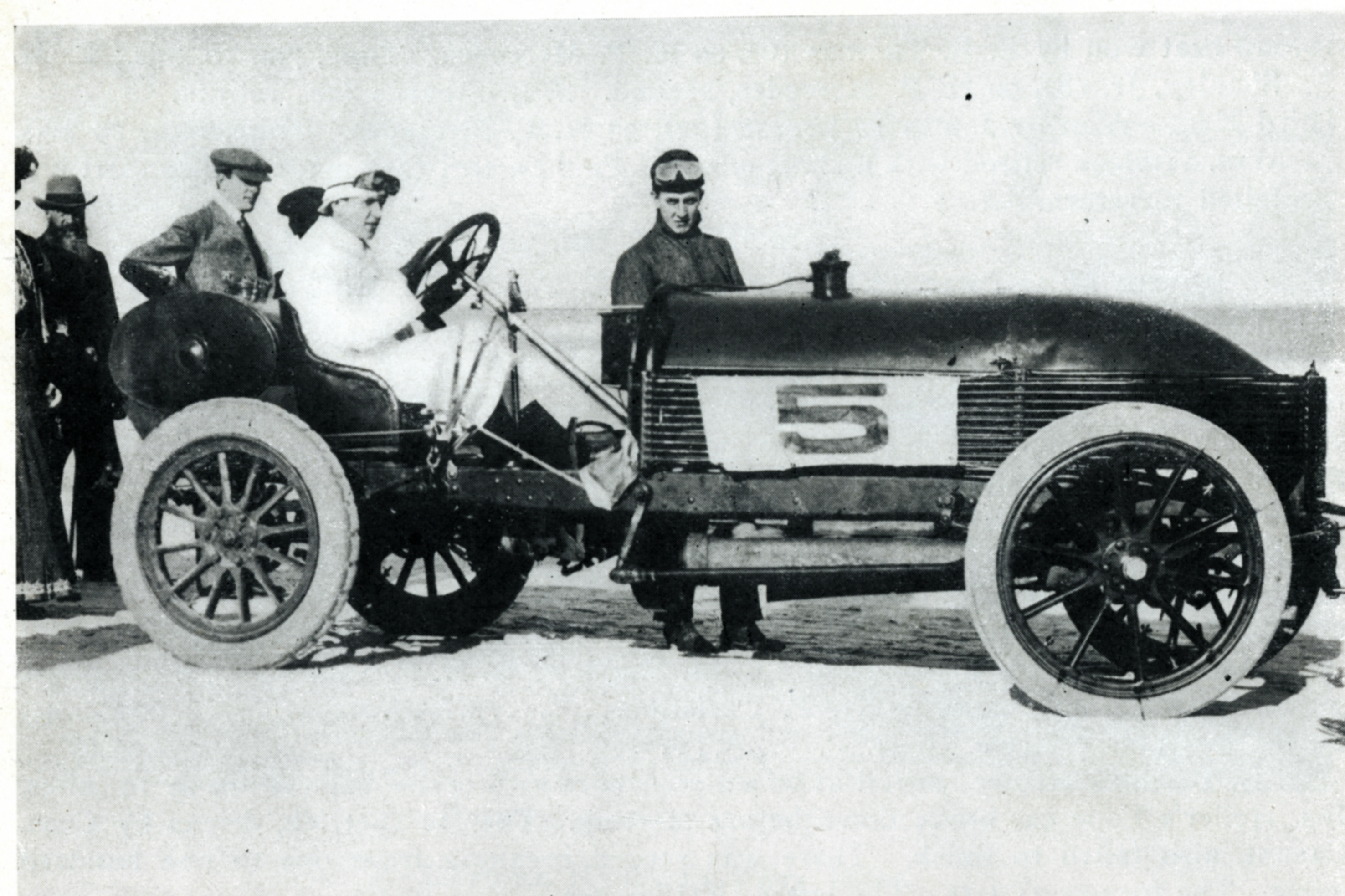
Second Heat.

28. S. B. Stevens, 90 H. P. Mercedes, 45 2-5s.
25. Wm. Wallace, 90 H. P. F.I.A.T., second, 46 3-5s.
22. James L. Breese, 35 H. P. Mercedes, third.

Final Heat.

4. Louis S. Ross, 20 H. P. Stanley Steamer, 41 2 5s. Equals competition record.
28. S. B. Stevens, 90 H. P. Mercedes, second, 46 1-5s.
25. Wm. Wallace, 90 H. P. F.I.A.T., third, 47 3-5s.

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ARTHUR E. MACDONALD'S 90 H. P. NAPIER.

One Mile Class B—851 to 1,432 Pounds.

40. Webb Jay, 15 H. P. White, 51 4-5s.
14. Guy W. Vaughan, 40 H. P. Decauville, second, 54 3-5s.

One Mile Class A—1,432 to 2,204 Pounds.

4. Louis S. Ross, 20 H. P. Stanley Steamer, 42s.
28. S. B. Stevens, 90 H. P. Mercedes, second, 45 4-5s.
25. Wm. Wallace, 90 H. P. F.I.A.T., third, 47 2-5s.
21. Paul Sartori, 90 H. P. F.I.A.T., third.

Mile Trials.

19. Charles Soules, 30 H. P. Pope Toledo, 57s.
17. John Caswell, 35-40 H. P. Columbia, 1m. 27s. against the wind.
31. Hiram Percy Maxim, 18 H. P. Columbia, 1m. 22s.

FRIDAY, Jan. 27.

Lozier Trophy—Fifty Miles.

30. Lozier Trophy won by Walter Christie, 60 H. P. Christie, 1h. 11m. 22 2-5s.
14. Special match won by Guy W. Vaughan, 40 H. P. Decauville.

SATURDAY, Jan. 28.

Ten Miles—Open to F.I.A.T. Cars.

Won by Wm. Wallace (25), 90 H. P. F.I.A.T. Time, 6m. 54 3-5s.; Paul Sartori (21) 90 H. P. F.I.A.T., second. Won by a mile.

Ten Miles for Mercedes Cars Only, Mercedes Trophy.

Won by E. R. Thomas (6), 90 H. P. Mercedes. Time, 6m. 31 4-5s.; B. M. Shanley, Jr. (8), 90 H. P. Mercedes, second. Time, 7m. 44 1-5s.; James L. Breese (22), 30 H. P. Mercedes, third. Time, 9m. 25 4-5s. S. B. Stevens (28) retired with engine trouble.

Ormond Derby—Ten Miles.

First heat won by Arthur E. MacDonald (5), 90 H. P. Napier. Time, 7m. 6s.; Chas. Deplus (27), 80 H. P. Pope, second. Time, 7m. 40 2-5s.; M. G. Bernin (13) 60 H. P. Renault, third. Time, 7m. 59 2-5s.

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Second heat won by E. R. Thomas (6), 90 H. P. Mercedes. Time, 7m. 10 2-5s.; B. M. Shanley, Jr. (8), 90 H. P. Mercedes, second. S. B. Stevens (28) retired.
Third Heat—Won by James L. Breese (22), 35 H. P. Mercedes. Time, 10m. 29 2-5s. Wm. Wallace retired with a short circuit. Paul Sartori (21) made a false start and failed to return.

MONDAY, Jan. 30.

100 Miles International for the W. K. Vanderbilt, Jr., Trophy.

Ten machines lined up for the 100-mile race. The start was made at the 6-mile post, the course coming past the club house at Daytona, which was at the 10-mile post; then to the 16-mile post at Ormond. This was covered three times, making 84 miles in addition to the 10 miles, which was 94, and then 6 miles down, finishing in front of the club house. The winners were:

41. First—H. W. Fletcher, driving O. W. Thomas's 80 H. P. De Dietrich....1.18.24
This is an average speed of 44s. for each mile, at the rate of 77m. an hour.
13. Second—M. G. Bernin, driving W. Gould Brokaw's 60 H. P. Renault....1.21.38
21. Third—Paul Sartori, driving A. G. Vanderbilt's 90 H. P. F.I.A.T.....1.21.44 1-5
8. Fourth—E. H. Fredericks, driving C. M. Shanley's 90 H. P. Mercedes....1.24.28 4-5
30. Fifth—Walter Christie, 60 H. P. Christie.....1.27.16 4-5
25. Sixth—Wm. Wallace, 90 H. P. F.I.A.T.....1.29.20

M. G. Bernin's Napier retired at 60 miles. Samuel Stevens' car retired at 14 miles. Jos. Heller's Pope car broke down before starting. The De Dietrich, driven by Chas. Canaut, also failed to finish. There was record breaking from one to one hundred miles. The former 34 1-5s. The latter 1h. 18m. 24s.

E. R. Thomas holds the 10-mile record, 6m. 31 1-5s. Louis Ross the one-mile record, 41 3-5s.

Five-Mile Open for the W. G. Brokaw Trophy.

6. First—E. R. Thomas, 90 H. P. Mercedes.....3.30 1-5
25. Second—William Wallace, 90 H. P. F.I.A.T.....3.46

Ormond Handicap. Five-mile was run off in two heats.

Final.

21. First—Paul Sartori, driving Alfred G. Vanderbilt's 90 H. P. F.I.A.T.....3.57
6. Second—E. R. Thomas, 90 H. P. Mercedes.....4.2 1-5
25. Third—Wm. Wallace, 90 H. P. F.I.A.T.....4.4 1-5
in this event E. R. Thomas from scratch broke the last record.

TUESDAY, Jan. 31.

Ormond Derby, Ten Miles Final Heat.

5. First—Arthur E. MacDonald, 90 H. P. D. Napier.....6.15
6. Second—E. R. Thomas, 90 H. P. Mercedes.....6.18 1-5
8. Third—E. H. Fredericks (Shanley), 90 H. P. Mercedes.....7.25 2-5

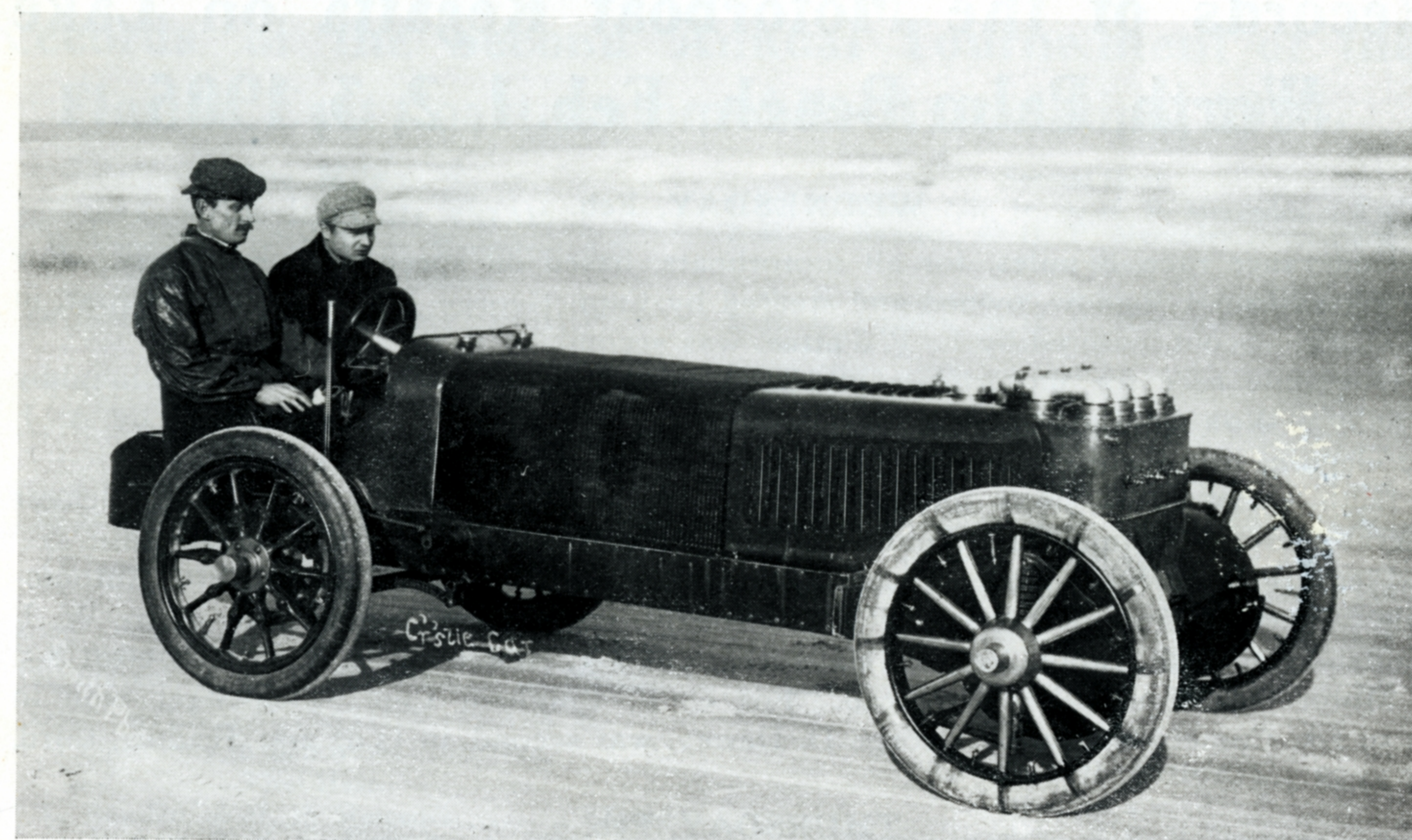
Thomas Trophy, Twenty Miles.

5. First—Arthur E. MacDonald, 90 H. P. D. Napier.....15.23
25. Second—Wm. Wallace, 90 H. P. F.I.A.T.....15.34
41. Third—H. W. Fletcher, 80 H. P. De Dietrich.....15.36 4-5
21. Fourth—Paul Sartori, 90 H. P. F.I.A.T.....16.01
9. Fifth—E. H. Fredericks (Shanley), 90 H. P. Mercedes.....16.28 3-5

Ormond Handicap, Ten Miles.

36. First—Chas. Canaut (Jarrige), 45 H. P. De Dietrich, handicap 2.15.....8.02 3-5
3. Second—M. Roberts (Haupt), 40 H. P. Thomas, handicap 3.30.....8.54 2-5
6. Third—E. R. Thomas, 90 H. P. Mercedes, handicap 5s.....6.21 2-5
8. Fourth—E. H. Fredericks (Shanley), 90 H. P. Mercedes, handicap 40s....7.16 1-5
25. Fifth—Wm. Wallace, 90 H. P. F.I.A.T., handicap 10s.....6.52 1-5
41. Sixth—H. W. Fletcher (O. F. Thomas), 80 H. P. De Dietrich, scratch....6.55 2-5

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WALTER CHRISTIE—CHRISTIE 60 H. P.

Daytona Handicap, Fifty Miles.

21. First—Paul Sartori, 90 H. P. F.I.A.T., handicap 4.50.....43.30
8. Second—E. H. Fredericks (Shanley), 90 H. P. Mercedes, handicap 4.00....45.58 4-5
36. Third—Chas. Canaut (Jarrige), 45 H. P. De Dietrich, handicap 8.00.....46.25
41. Fourth—H. W. Fletcher (O. F. Thomas), 80 H. P. De Dietrich, scratch....46.51

Mile Record Trial.

2. H. L. Bowden, 100 H. P. Mercedes.....32 4-5
2. Former record, 1905.....34 1-5
W. K. Vanderbilt, Jr., 1904.....39

World's Records at Ormond Meet, 1905.

41. 100 miles, H. W. Fletcher, 80 H. P. De Dietrich.....1.18.24
3. 10 miles, A. E. MacDonald, 90 H. P. Napier.....6.15
6. 20 miles, E. R. Thomas, 90 H. P. Mercedes.....13.20
6. 30 miles, E. R. Thomas, 90 H. P. Mercedes.....20.27
41. 40 miles, H. W. Fletcher, 80 H. P. De Dietrich.....32.40 1-2
41. 50 miles, H. W. Fletcher, 80 H. P. De Dietrich.....38. 1-5
One mile record broken by H. L. Bowden, 120 H. P. (two engines of 60 H. P. each) Mercedes (Flying Dutchman No. 2).....32 4-5
Former record, 1905.....34 1-5
Former record, 1904, W. K. Vanderbilt, Jr.....39

OFFICIALS OF THE MEET OF 1905.

Referee, W. C. Temple. Associate Referee, Sir Thomas Dewar, M.P.
Judges—Ray Johnson, S. A. Miles, Col. L. C. Weir, Angus Sinclair, Frederick R. Pratt, Ira Paine,
T. E. Bond, Chas. Hyde, J. F. Hathaway.
Timers—S. M. Butler, A. L. McMurtry, John C. Kerrison, Frank X. Mudd.
Starter and Clerk of the Course—C. H. Gillett. Assistants—D. H. Lewis, Asa Goddard, A. F. Robinson, Harry H. Mundy.
Official Scorers—Alden Sampson, II., John Peters, Arthur Molton, J. F. Hathaway, George A. Banker, Al. Reeves.
Reception Committee—C. G. Burgoyne, Chairman; Capt. C. A. Young, J. B. Moore, Peter Siems, John Anderson, C. R. Oliver.
Transportation Committee—J. A. Hendrick, Chairman; Louis Adler, J. F. Hathaway.
Entertainment Committee—G. H. Ludwig, Chairman; J. D. Price, A. R. Streeter, George B. Foote, Frank Bond.
Officers of the Association.—Edward M. Steck, President. John B. Parkinson, Secretary. S. H. Gove, Treasurer. Official Weighmaster, J. H. Allen.
Flags.—Telephone and timing stations, green flag. Referee's flag, blue, with white "R" in the center. Starter's flag, red.

Records of the Motorboat Regatta on Lake Worth, Palm Beach, Feb. 1, 2, 3, 1905.

WEDNESDAY, Feb. 1.

Endurance race, 8 miles, for all motorboats, based on speed, also reliability. For Breakers Cup. Shadow, owned and steered by Capt. George E. Andrews, was first, in 14.11 2-5. Scout, entered by L. P. Pettee, was second, in 46.54.

One mile race for motorboats under 12 miles per hour. For Lieut. Willoughby trophy. Won by Captain Andrews in Shadow, in 5.16 3-5. Olive, steered by A. J. Sanderson, was second, in 5.28 1-5. Histed, by E. W. Histed, third, 7.24.

High speed boats, four miles handicap, for H. M. Flagler trophy. Challenger (scratch), first. Time, 8.41; Count (2.15) second, Grant Ferris, Jr. (5.15) third.

Pleasure motorboats under 12 miles per hour. Distance four miles. For Automobile Magazine Cup. DeMooy, by T. G. Ronald, was first in 19.59; T. Rose, by W. I. Huffstetler, 21.58; Globe, by J. C. Hancock, 25.04 1-5; Histed, by E. W. Histed, 26.01 1-5.

Motorboats, four miles handicap. For C. F. Bingham Cup. Challenger won in 11.59 1-5. Comet, entered by George D. Dewey, was second, in 15.07 2-5; Shadow, third, in 24.48 4-5.

THURSDAY, Feb. 2.

Yacht and motorboat tender race. Four-mile sweepstake, \$5 entrance fee and purse of \$50 by Grier Hersh. Money to go to the winning crew. Everglades, entered by Col. Thomson, first, 27.02 2-5.

Auxiliaries, four miles, E. M. O'Neill Cup. Huma, entered by Ralph Worthington, first, 24m.; Amberjack, entered by F. E. C. Hotel Co., second, 28.13; Orchid, entered by E. Foster, third, 33.18.

High speed boats, handicap twenty miles. For the Howard Gould prize. Grant Ferris, Jr., entered by Col. H. C. Thomson, first.

Motorboats under 12 miles, American Power Boat Association Handicap for the Louis S. Clarke trophy. Wiggler, entered by C. G. Burgoyne, first, 21.34; Grant Ferris, Jr., second, 22.03 3-5.

One kilometer for high speed boats, for the Proctor Smith Cup. Challenger, owned by Mr. W. Gould Brokaw, driven by A. P. Proctor Smith, established world's record. Time, 1.21.

One mile trial against time by Challenger, 2.11.

FRIDAY, Feb. 3.

Glass cabin motorboats. Two miles for the Pommery Cup. Enterprise, first, 12.36 2-5; Isaac Walton, second, 13.53; Kathleen, third, 14.30 2-5.

High speed motorboats, handicap. One mile, for the Sir Thomas Dewar trophy. Wiggler, entered by C. G. Burgoyne, first, 6.25 1-5; T. Rose, entered by W. I. Huffstetler, second, 6.32 2-5.

Special race, two miles, handicap, for Beach Club Cup. Challenger, first, 5.28; Grant Ferris, Jr., second, 6.29.

Eight-mile high speed motorboat handicap, for Royal Poinciana trophy. Comet, entered by Geo. D. Dewey, first; Challenger, driven by A. D. Proctor Smith, second. Challenger beaten on time allowance. Her time for the eight miles was 16.33, a new world's record.

Eight miles for motorboats under 18 miles per hour for the W. Gould Brokaw Cup. Wiggler, first, 43.46 2-5; DeMooy, second, 45.13 2-5.

Saturday, Feb. 4, Challenger, steered by A. D. Proctor Smith, broke the world's record for a mile. Time, 2.4 1-5, flying start. Former record held by the Vingt-et-Un, owned by W. Sharp Kilmer.

Records of the Second Annual Tournament of the Florida East Coast Automobile Association, 1904.

One Mile.

ONE MILE RECORD TRIAL.

1. W. K. Vanderbilt, Jr., 90 H. P. Mercedes... 0.39
- This is the World's Record.

ONE-MILE A. A. A. CHAMPIONSHIP.

First Heat.

1. W. K. Vanderbilt, Jr., 90 H. P. Mercedes... 0.48 4-5
2. H. L. Bowden, 60 H. P. Mercedes... 0.49 3-5
3. E. Fredericks, 40 H. P. Decauville... 0.55 4-5

Second Heat.

1. Barney Oldfield, 120 H. P. Winton... 0.43
 2. S. B. Stevens, 60 H. P. Mercedes... 0.45 2-5
 3. M. G. Bernin, 30 H. P. Renault... 0.48 3-5
- (Winner and second man in fastest heat.)

Final Heat.

1. Barney Oldfield, 120 H. P. Winton... 0.46 3-5
2. W. K. Vanderbilt, Jr., 90 H. P. Mercedes... 0.49 3-5
3. S. B. Stevens, 60 H. P. Mercedes... Distance

ONE MILE INVITATION—CLASS B.

Open only to Gentlemen Amateurs.

First Heat.

1. H. L. Bowden, 60 H. P. Mercedes... 0.51 4-5
2. W. G. Brokaw, 20 H. P. Renault... 50 yds. back
3. J. L. Breese, 40 H. P. Mercedes... 50 ft. back

Second Heat.

1. W. K. Vandervilt, Jr., 90 H. P. Mercedes... 0.47 3-5
2. S. B. Stevens, 60 H. P. Mercedes... 0.50 1-5

Final Heat.

1. W. K. Vanderbilt, Jr., 90 H. P. Mercedes... 0.48
2. H. L. Bowden, 60 H. P. Mercedes... 0.51

ONE MILE—1.05 CLASS—CLASS A.

1. H. L. Bowden, 60 H. P. Mercedes... 0.52 2-5
2. F. A. La Roche, 40 H. P. Darracq... 0.55 1-5
3. J. Insley Blair, 24 H. P. Panhard... 1.06 3-5

ONE MILE—56 SECONDS CLASS—CLASS A.

First Heat.

1. H. L. Bowden, 60 H. P. Mercedes... 0.48
2. S. D. Stevens, 60 H. P. Mercedes... 0.48 4-5
3. W. G. Brokaw, 30 H. P. Renault... 0.49

Second Heat.

1. F. A. La Roche, 40 H. P. Darracq... 0.53 2-5
2. B. M. Shanley, 40 H. P. Decauville... 0.57
3. William Wallace, 30 H. P. De Dietrich... 1.23

Final Heat.

1. H. L. Bowden, 60 H. P. Mercedes... 0.50 4-5
2. F. A. La Roche, 40 H. P. Darracq... 0.54
3. W. G. Brokaw, 30 H. P. Renault... 0.56 3-5

Five Miles.

FIVE-MILE INVITATION.

Gentlemen Amateur Drivers.

First Heat.

1. J. L. Breese, 40 H. P. Mercedes... 5.18 3-5
2. William Wallace, 30 H. P. De Dietrich... 6.21
3. A. D. Proctor Smith, 24 H. P. Panhard...

Second Heat.

1. W. K. Vanderbilt, Jr., 90 H. P. Mercedes... 3.38 1-5
2. S. B. Stevens, 60 H. P. Mercedes... 3.39
3. H. L. Bowden, 60 H. P. Mercedes... 3.46 3-5

Final Heat.

1. W. K. Vanderbilt, Jr., 90 H. P. Mercedes... 3.34 3-5
2. S. B. Stevens, 60 H. P. Mercedes... 3.41 4-5
3. J. L. Breese, 40 H. P. Mercedes... Not timed

FIVE-MILE FREE-FOR-ALL.

First Heat.

1. Barney Oldfield, 90 H. P. Winton Bullet... 3.48 4-5
2. F. A. La Roche, 40 H. P. Darracq... 4.01 2-5

Second Heat.

1. W. K. Vanderbilt, Jr., 90 H. P. Mercedes... 3.40
2. H. L. Bowden, 60 H. P. Mercedes... 3.55 1-5

Final Heat.

1. W. K. Vanderbilt, Jr., 90 H. P. Mercedes... 3.31 3-5
 2. H. L. Bowden, 60 H. P. Mercedes... 3.40 4-5
- On the way to Ormond, Barney Oldfield's machine broke crank shaft, so that he could not compete in final.

FIVE MILES—FOR RUNABOUTS.

Carrying two persons.

1. L. S. Ross, 6 H. P. Stanley steamer... 7.53 1-5
2. H. L. Willoughby, 11 H. P. Autocar... 8.03 2-5

FIVE-MILE HANDICAP.

1. S. B. Stevens (scratch), 60 H. P. Mercedes... 4.00 2-5
2. Joseph Tracy (5 sec), 70 H. P. Peerless... 4.28 1-5
3. F. A. La Roche (35 sec), 40 H. P. Darracq... 5.05 1-5
4. J. Insley Blair (50 sec), 24 to 35 H. P. Panhard... 5.46 1-5

Ten Miles.

TEN-MILE HANDICAP.

Open to all.

1. S. B. Stevens (scratch), 60 H. P. Mercedes... 7.28 4-5
2. H. L. Bowden (scratch), 60 H. P. Mercedes... 7.38 4-5
3. H. L. Willoughby (2m.), 11 H. P. Autocar... 13.35 1-5

TEN-MILE INVITATION.

Open to gentlemen drivers.

1. W. K. Vanderbilt, Jr., 90 H. P. Mercedes... 6.50
2. S. B. Stevens, 60 H. P. Mercedes... 7.03 1-5
3. H. L. Bowden, 60 H. P. Mercedes... 7.08
4. H. L. Breese, 40 H. P. Mercedes... 9.29 1-5
5. Walter Christie, 30 H. P. Christie... 9.35

TEN-MILE A. A. A. CHAMPIONSHIP.

1. W. K. Vanderbilt, Jr., 90 H. P. Mercedes...
 2. H. L. Bowden, 60 H. P. Mercedes...
 3. E. Frederick, 40 H. P. Decauville...
- Times not taken owing to short circuit of instruments.

Fifteen Miles.

SPECIAL MATCH RACE, FIFTEEN MILES.

First Heat.

1. M. G. Bernin, 30 H. P. Renault... Won by 1 min.
2. E. Fredericks, 40 H. P. Decauville...

Second Heat and Match.

1. M. G. Bernin, 30 H. P. Renault... 12.51 4-5
2. E. Fredericks, 40 H. P. Decauville... 12.53

SPECIAL MATCH RACE, FIFTEEN MILES.

1. H. L. Bowden, 60 H. P. Mercedes... 10.18
2. S. B. Stevens, 60 H. P. Mercedes... 10.29

Twenty Miles.

TWENTY-MILE HANDICAP—ALL CLASSES

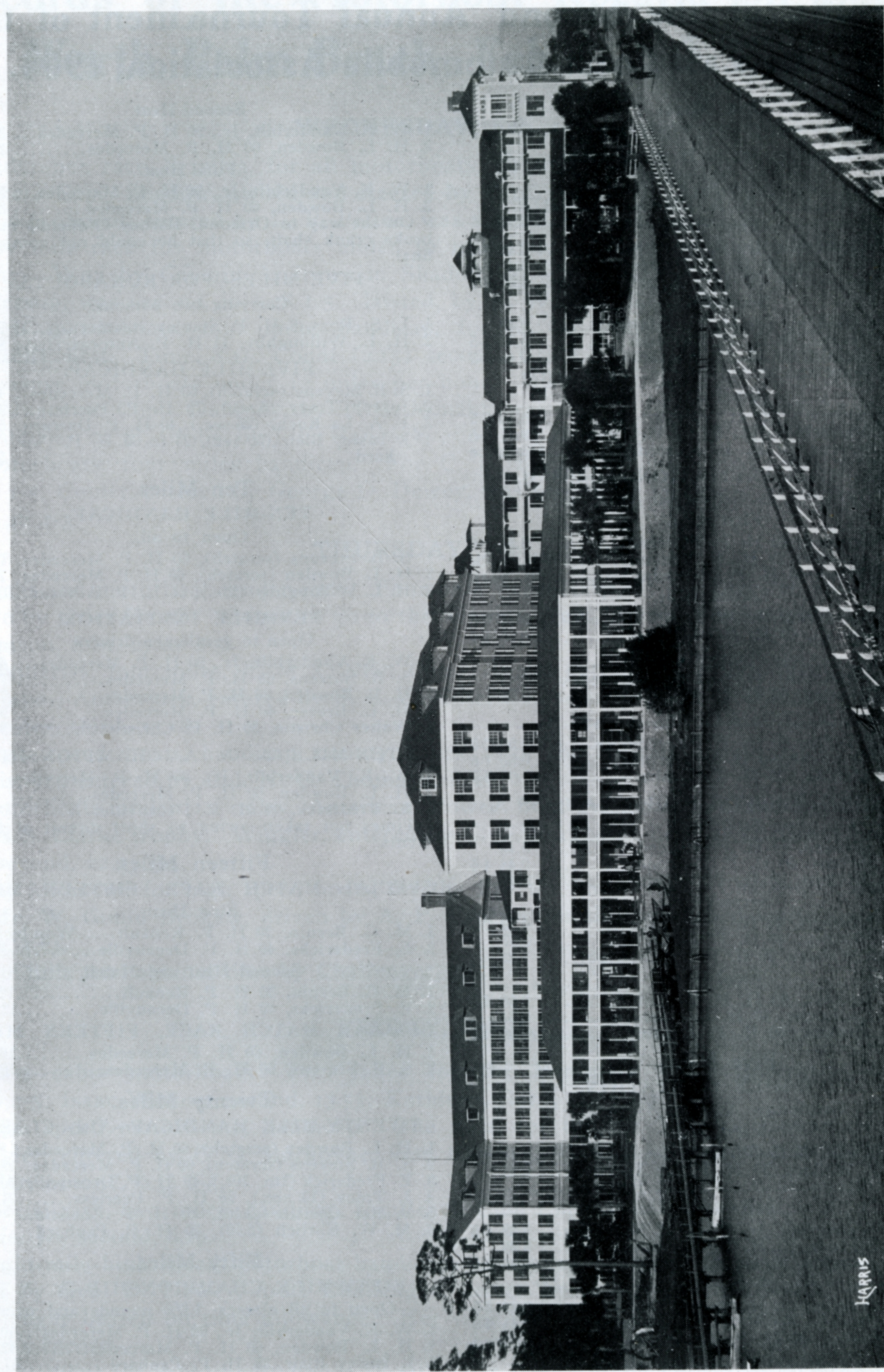
1. H. L. Bowden (scratch), 60 H. P. Mercedes... 18.40
2. S. B. Stevens (scratch), 60 H. P. Mercedes... 18.50 2-5
3. E. Frederick (1m. 10s.), 40 H. P. Decauville... 30.26 2-5
4. J. Tracy (10 sec.), 70 H. P. Peerless... 31.53 1-5
5. Walter Christie (2.50), 30 H. P. Christie...
6. M. W. Ehrlich (2.50), 35 H. P. Panhard...

Fifty Miles.

FIFTY-MILE CHAMPIONSHIP—A. A. A.

Open to all classes, 1,000 pounds and over.

1. W. K. Vanderbilt, Jr., 90 H. P. Mercedes... 40.49 4-5
 2. H. L. Bowden, 60 H. P. Mercedes... 42.44 2-5
 3. J. Insley Blair, 35 H. P. Panhard... 57.08 3-5
 4. F. A. La Roche, 40 H. P. Darracq...
 5. W. G. Brokaw, 30 H. P. Renault...
- (Vanderbilt's times were: 10 miles, 7.25; 20 miles, 17.02; 30 miles, 24.11; 40 miles, 33.52; 50 miles, 40.40 4-5.)



Hotel Ormond, Ormond-on-the-Halifax, Anderson & Price, Managers.

Records of Meet of 1904 Continued.

Motor Cycles.

ONE-MILE MOTOR CYCLE RACE.

1. G. H. Curtis, 5 H. P. Curtis..... 0.50 1-3
2. Oscar Hedstrom, 5 H. P. Indian..... 1.04
3. W. W. Austin, 1 3-4 H. P. Indian..... 1.09 1-5

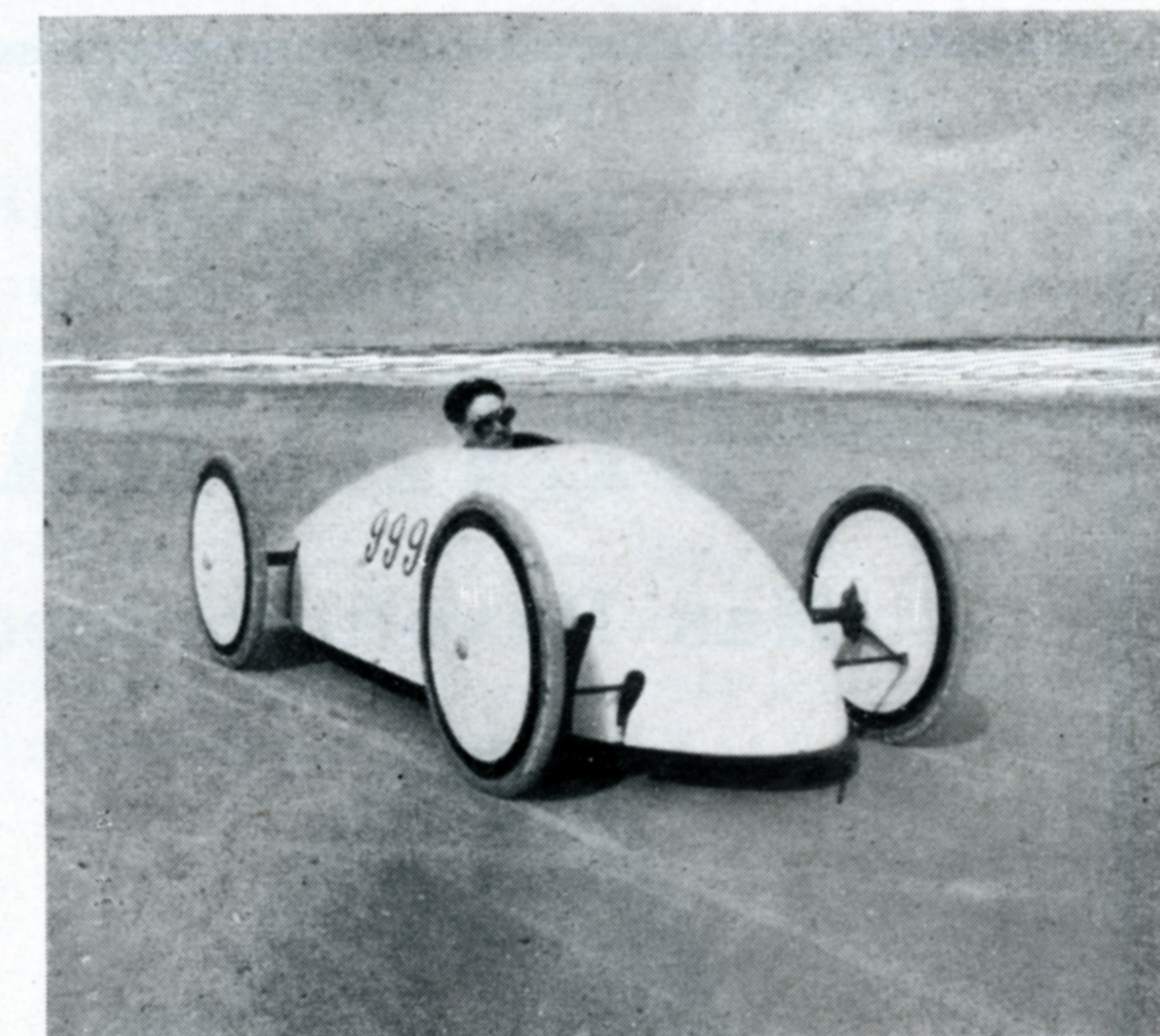
TEN-MILE MOTOR CYCLE RACE.

1. G. H. Curtiss, 5 H. P. Hercules..... 8.45 2-5
2. W. W. Austin, 1 3-4 Indian..... 13.08 2-5
3. Oscar Hedstrom, 1 3-4 Indian.....

Time trial by Barney Oldfield, 40 H. P. Winton Pup, 9.42 4-5.

Record Trials.

- | | |
|---|----------|
| Louis S. Ross, Stanley steamer..... | 0.34 2-5 |
| W. J. Hastings, Baker electric..... | 0.37 2-5 |
| Chas. Basle, 60 H. P. Mercedes..... | 0.26 2-5 |
| S. B. Stevens, 60 H. P. Mercedes..... | 0.27 |
| H. L. Bowden, 60 H. P. Mercedes..... | 0.27 2-5 |
| Jos. Tracy, 80 H. P. Peerless..... | 0.27 3-5 |
| Jas. L. Breese, 40 H. P. Mercedes..... | 0.36 2-5 |
| Waiter Christie, 30 H. P. Christie..... | 0.37 3-5 |



Baker "Torpedo Kid" on Ormond-Daytona Beach.
(Fastest electric in the world.)

WORLD'S RECORDS ESTABLISHED AT 1904 MEET.

The world's records established in the meet were as follows:

- One kilometer, Chas. Basle, 60 H. P. Mercedes, 0:20 2-5.
- One mile (against time), W. K. Vanderbilt, Jr., 90 H. P. Mercedes, 0:39.
- One mile (in competition), Barney Oldfield, 100 H. P. Winton, 0:43.
- One mile, L. S. Ross, 6 H. P. Stanley (Steam), 0:55 2-5.
- One mile, W. J. Hastings, Baker (Electric), 1:00 3-5.
- Five miles, W. K. Vanderbilt, Jr., 90 H. P. Mercedes, 3:31 3-5.
- Ten miles, W. K. Vanderbilt, Jr., 90 H. P. Mercedes, 6:50.
- Fifteen miles, H. L. Bowden, 60 H. P. Mercedes, 10:18.
- Fifteen miles, M. G. Bernin (middle weight), 30 H. P. Renault, 12:51 4-5.
- Twenty miles, W. K. Vanderbilt, Jr., 90 H. P. Mercedes, 17:02.
- Thirty miles, W. K. Vanderbilt, Jr., 90 H. P. Mercedes, 24:11.
- Forty miles, W. K. Vanderbilt, Jr., 90 H. P. Mercedes, 33:52 2-5.
- Fifty miles, W. K. Vanderbilt, Jr., 90 H. P. Mercedes, 40:49 4-5.

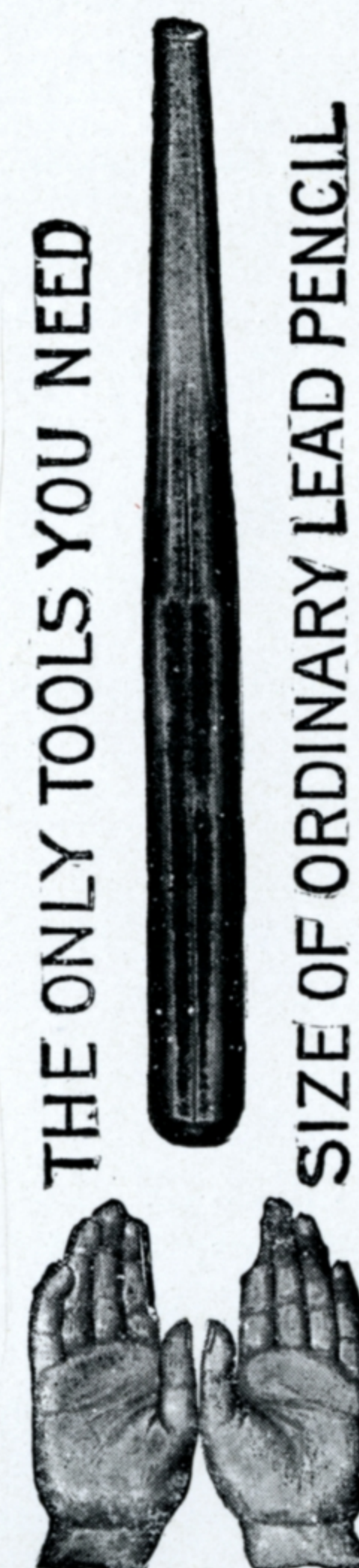
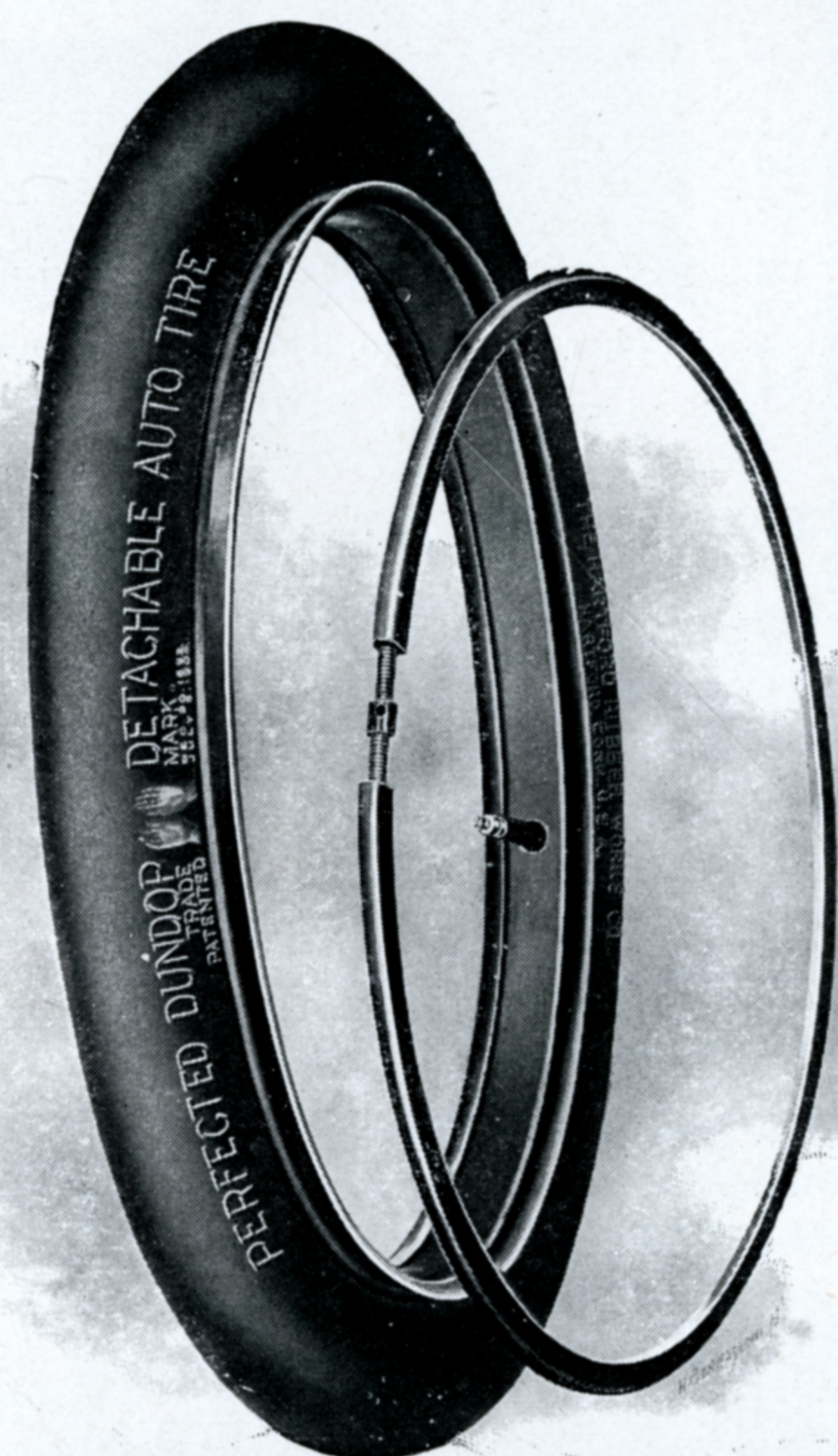
BOSTON HILL CLIMBING CONTEST.

Hill Climbing Contest under auspices of the Massachusetts Automobile Club, Commonwealth avenue, Brighton, Patriots' Day, April 19, 1904. The hill is about 1,600 feet in length, the total elevation of 108 feet, and the average grade $6\frac{3}{4}$ per cent. The twenty-four competing machines were classified. AA—Cars weighing over 2,205 pounds; A—Weighing between 1,433 and 2,205 pounds; B—Between 818 and 1,433 pounds; C—Between 110 and 515 pounds. The winning scores were:

- Class AA—Gasolene, Arthur Adams, 24 H. P. Pope-Toledo, 29 3-5s.
- Class A—Gasolene, H. L. Bowden, 60 H. P. Mercedes, 15 2-5s.
- Class B—Gasolene, H. B. Hills, Jr., 40 H. P. G. R. B., 15 2-5s.
- Class C—Gasolene, J. C. Robbins, 6 H. P. Orient, 33 2-5s.
- Class A—Steamers, C. B. Grout, 12½ H. P. Grout, 21 3-5s.
- Class B—Steamers, Louis S. Ross, 6 H. P. Stanley, 18 3-5s.
- Class C—Steamers, F. H. Marriott, Jr., 4½ H. P. Stanley, 16 3-5s.

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Notable Automobile Records of 1904.

THE VANDERBILT CUP RACE.

Run on the Queens-Jericho-Bethpages, Long Island, course, October 8, 1904, for cup given by William K. Vanderbilt, Jr. Distance 302 miles, ten times around a triangular course. Net distance exclusive of controls, 285 miles. Eighteen entries. Race declared ended when second finisher crossed the line. Won by George Heath, who started at 6:12 A. M. and finished at 1:08:45 P. M. Gross time, 6h. 56m. 45s. Net elapsed time, exclusive of controls, 5h. 26m. 45s. Defeated second finisher by 1m. 28s. on net time. Fastest circuit of 28 miles, 25m. 13s. Highest speed attained, 90 miles an hour on straight stretches. The entries were:

Entrant.	Driver.	Entrant.	Driver.
S. B. Stevens' 60 H. P. Mercedes.....	Campbell	A. G. Vanderbilt's 90 H.P. F. I. A. T.....	Sartori
R. E. Jarrige's 80 H. P. De Dietrich.....	Gabriel	W. G. Brokaw's 60 H. P. Renault.....	Bernin
C. A. Duer's 60 H. P. Royal.....	Tracy	S. B. Bowman Co.'s 90 H.P. Clement-Bayard.....	Clement
Pope M. C. Co.'s 60 H. P. Pope-Toledo.....	Webb	Panhard-Levassor's 90 H. P. Panhard.....	Tarte
George Arents' 60 H. P. Mercedes.....	Arents	Panhard-Levassor's 90 H. P. Panhard.....	Teste
Pope M. C. Co.'s 24 H. P. Pope Toledo.....	Lytle	Packard M. C. Co.'s 30 H. P. Packard.....	Schmidt
Panhard-Levassor's 90 H. P. Panhard.....	Heath	Frank Croker's 75 H. P. S&M. Simplex.....	Croker
E. R. Thomas' 60 H. P. Mercedes.....	Hawley	Isidor Wormser's 60 H. P. Mercedes.....	Luttgen
C. G. Dinsmore's 90 H. P. Mercedes.....	Werner	W. Wallace's 90 H.P. F. I. A. T.....	Wallace

Below are the official scores:

	First Round.	Second Round.	Third Round.	Fourth Round.	Fifth Round.	Sixth Round.	Seventh Round.	Eighth Round.	Ninth Round.	Tenth Round.	Net Time.
Campbell31	1.55.21	31.20	63.12	.35	31.57	30.36	51.57	Stopped.		
Gabriel	26.57	27.14	27.36	33.30	45.50	45.33	Out.				
Tracy	Out.										
Webb	30.47	35.14	48.40	1.12.38	3.08.14	Out.					
Arents	52.06	Out.									
Lytle	37.26	38.20	38.48	37.50	38.12	37.29	67.53	37.29	Stopped.		
Heath	28.52	28.18	26.19	27.23	25.13	48.11	30.05	57.27	28.52	27.05	5.26.45
Hawley	28.30	28.17	28.00	31.00	Out.						
Werner	39.41	Out.									
Sartori	Out.										
Bernin	34.08	Out.									
Clement	27.51	34.52	29.57	51.10	29.33	31.00	30.12	33.05	30.12	30.21	5.28.13
Tarte	1.24.47	26.00	34.10	45.25	25.40	25.49	42.44	Stopped.			
Teste	24.04	26.37	25.48	Out.							
Schmidt	42.26	36.19	40.13	61.39	45.22	42.37	34.32	28.19	Stopped.		
Croker	27.35	27.27	58.20	67.47	48.38	1.53.23	Stopped.				
Luttgen	52.42	54.54	29.14	64.36	31.42	37.31	31.36	Stopped.			
Wallace	Out.										

Long distance automobile racing really began in 1895, with the Paris-Bordeaux contest, says the New York *Tribune*. This was followed in 1896 by the race from Paris to Marseilles and return, by that from Paris to Amsterdam and back in 1898, and by the international cup race from Paris to Lyons in 1900, won by M. Charron.

It was not till 1904, however, that this kind of racing began to demand general attention, with the running of the second Paris-Bordeaux race, on May 29 of that year. This contest was held in connection with the international cup race. M. Fournier, with his 35 H. P., four-cylinder Mors car, was the winner, covering 329¾ miles in 6h. 11m. 44s. His average speed was 53 miles an hour, while at times he made as high as 62 miles. One month later Fournier won the Paris-Berlin race, making 750 miles in 16h. 6m.. This time he averaged only 39¼ miles an hour, but the race was over a much more difficult route.

The international cup race from Paris to Vienna on June 28, 1902, was won by S. F. Edge, an Englishman, with a 70 H. P. Napier. He made the distance, 618 kilometers in 10h. 42m., an average of 36.1 miles an hour.

The race that perhaps attracted most attention, both for the number of casualties and the speed developed, was the Paris-Madrid race, that started on May 24, 1903. Six persons were killed and many others badly injured. Because of these accidents



WATCH AND SEE

the performances of the following automobile enthusiasts on the Beach.

Wm. K. Vanderbilt, Jr.,	-	-	-	-	Mercedes Car.
A. G. Vanderbilt,	-	-	-	-	Fiat Car.
B. M. Shanley,	-	-	-	-	Mercedes Car.
E. R. Thomas,	-	-	-	-	Mercedes Car.
O. F. Thomas,	-	-	-	-	De Dietrich Car.
Guy Vaughn,	-	-	-	-	Decauville Car.
Webb Jay,	-	-	-	-	White Car.
C. W. Matheson,	-	-	-	-	Matheson Car.
S. B. Stevens,	-	-	-	-	Mercedes Car.

and other prominent men. All the above cars are fitted with

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the race was declared off. M. Gabriel made the run to Bordeaux in 8h 7m., 37m. better than the record run of Fournier.

On July 2, 1903, the international cup was won by Janatzy, a German, over the Irish course, in a Mercedes car. The time for the 368 miles 750 yards, including stops, was 6h. 36m. 9s.

The fastest average in any road race was attained in the cup race on June 17, 1904, over the Saalburg circuit. M. Théry, a Frenchman, won in a Richard-Brasier machine of 85 H. P. His time was 5h.50m. 3s., an average of 60 miles an hour.

LONG DISTANCE RUNS.

San Francisco to New York.

The record automobile trans-continental trip from San Francisco to New York was made by Messrs. L. L. Whitman and C. S. Caris, who left San Francisco August 1, 1904, in a 10 H. P. Franklin, and arrived in New York on September 3. Time, 32 days, 17 hours, 20 minutes. The best previous record was 61 days, made by Tom Fetch.

St. Louis Tour of the A. A. A.

A notable event of the automobile year was the tour to the Louisiana Purchase Exposition, arranged under auspices of the American Automobile Association. There were 108 entries and 70 starters from various cities; 58 machines and 288 people actually reached St. Louis. The longest route was from Boston, 1,264 miles; start July 25, finish August 10; days en route, 17; actual days of running, 14-15. The tourists who arrived at St. Louis received handsomely engraved diplomas from the association certifying to the fact.

New York to St. Louis.

July 25 to August 9, F. A. LaRoche drove from New York to St. Louis and return, without stopping engine, in 15 days 2 hours. Machine a 15-20 H. P. Darracq. In September, A. C. Halsey drove from New York to St. Louis in the record time of 8h. 17m.

Chicago to New York.

The Chicago to New York record of 72h. 36m. made by Messrs. Ellis and Schmidt, of Chicago, in an Apperson car, was beaten October 4-6, 1904, by Messrs. H. H. Holcomb, Lawrence Duffie and E. C. Bald. Holcomb started October 4 at 2 o'clock A. M. and reached the Weehawken ferry to New York October 5 at 12:45. Distance 1,127 miles. Actual net time, 58h. 35m. The machine was a 24 H. P. Columbia touring car.

Boston to New York.

A 250-mile run from Boston to New York was made, June 19 and 20, by H. S. Harkness, in a 60 H. P. car, in actual running time of 6h. 4m.

AMERICAN TRACK RECORDS.

The best American track records made in 1904 were as follows: At Denver, Colo., November 4, Barney Oldfield made these records: One mile, 51 1-5s.; two miles, 1m. 47 1-5s.; three miles, 2m. 43 1-5s.; four miles, 3m. 36 2-5s.; five miles, 4m. 30s.; six miles, 5m. 25s.; seven miles, 6m. 19s.; eight miles, 7m. 14s. At the Empire City track, Yonkers, N. Y., October 29, he made ten miles 9m. 12 3-5s. At the Fresno (Cal.) trotting track, December 13, he made fifteen miles 14m. 3s.; twenty-five miles, 23m. 38 1-5s.; fifty miles, 48m. 39 1-5s. Machine, Peerless Green Dragon.

The best amateur driver track records were made by Frank Croker, on the Empire City track, September 24, as follows: One mile, 57 3-5s.; two miles, 1m. 55s.; three miles, 2m. 52 2-5s.; four miles, 3m. 50 2-5s.; five miles, 4m. 48s.; six miles, 5m. 45 4-5s.; seven miles, 6m. 45 2-5s.; eight miles, 7m. 43s.; nine miles, 8m. 41s.; ten miles, 9m. 38 2-5s.; eleven miles, 10m. 35s.; twelve miles, 11m. 33 2-5s. Machine, a Smith & Mabley Simplex.

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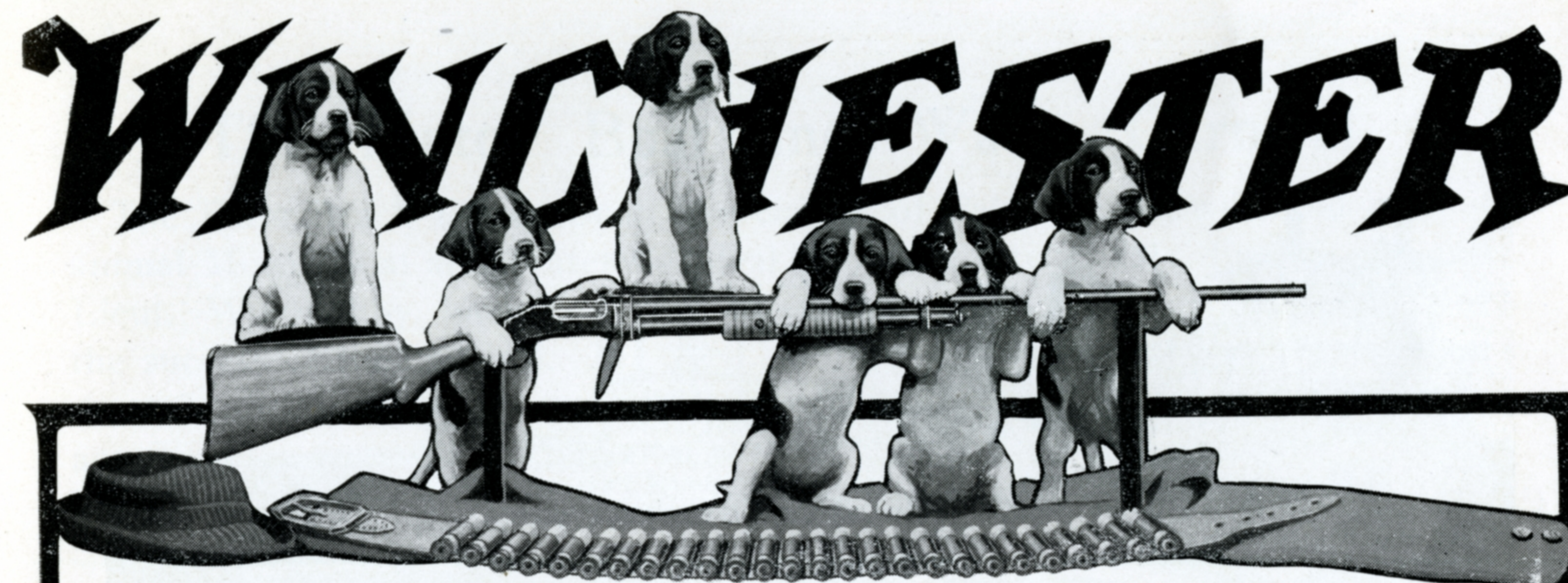
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FREE: Send name and address on a postal card for our large illustrated catalogue.

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EAGLE ROCK HILL CLIMBING.

Third annual hill climbing contest, Eagle Rock, N. J., November 24, 1904. Distance 1 mile, grade 12 to 19 per cent. The competing machines were divided into twelve groups, comprising eight classes of stock cars, three for cars classified by weight and run under the racing rules of the A. A. A.; and the remaining one for motor cycles. Maurice Bernin, who drove W. Gould Brokaw's 60 H. P. Renault, won in 1:20, defeating by only 3-5 second Mr. William K. Vanderbilt, Jr., who drove his 90 H. P. Mercedes. The Bernin 1904 record was 16¾ seconds below the Vanderbilt record of 1903. The records are as follows:

Electric vehicles, all prices—J. W. Aylesworth (Torbenson), 4:22 2-5.

Steam vehicles, all prices—Webb Jay (White), 1:23 3-5.

Gasolene vehicles, price \$850 and under—George Paddock (Oldsmobile), 3:06 1-5.

Gasolene vehicles, \$850 to \$1,250—H. J. Koehler (Buick), 2:18 2-5.

Gasolene vehicles, \$1,250 to \$2,000—H. W. Alden (Columbia), 3:14 2-5.

Gasolene vehicles, \$2,000 to \$3,000—M. H. Roberts (Thomas), 2:42 2-5.

Gasolene vehicles, \$3,000 to \$5,000—W. Walter (Walter), 1:54 2-5.

Gasolene vehicles, over \$5,000—William Wallace (Fiat), 1:23 4-5.

Class A, cars weighing 1,432 to 2,204 pounds—M. G. Bernin (Renault), 1:20.

Class B, cars weighing 851 to 1,432 pounds—Guy Vaughn (Decauville), 1:37 1-5.

Class C, cars weighing 551 to 851 pounds—W. F. Winchester (Franklin), 2:26.

Motor cycles—Won by Oscar Hedstrom (Indian), 1:41.



The auto parade at The Mount Washington after "The Climb to the Clouds."

THE CLIMB TO THE CLOUDS.

First annual National Automobile Hill Climbing Championship, Mount Washington, N. H., July 11-12, 1904. This was a climb up the carriage road, from the Glen House to the summit of Mount Washington, a distance of 8 miles, in which the road climbs 4,659 feet, an average grade of 582 feet to the mile, or 12 per cent., but in some parts reaching 20 per cent. The official referee was Chairman A. R. Pardington, of the A. A. A. Racing Board. The timing was by the Chronograph Club, of Boston, the official scores being as follows:

First Day

First Event.

Benj. Smith, 7 H. P. Olds.....	1.25.14	1-5
E. S. Cameron, 6 H. P. Brown.....	2.07.08	3-5
W. B. Jameson, 6 H. P. Waltham.....	2.09.38	4-5
F. H. Peabody, 4 H. P. Olds.....		

Second Event.

F. E. Stanley, 6 H. P. Stanley.....	0.31.41	2-5
Benj. Smith, 7 H. P. Olds.....	1.06.00	4-5
A. L. Prescott, 7½ H. P. Prescott.....	1.08.34	1-5
G. J. Peacock, 7½ H. P. Prescott.....	1.10.29	2-5

Third Event.

H. W. Alden, 12 H. P. Columbia.....	1.15.21	4-5
Frank Nutt, 12 H. P. Haynes-Apperson.....	1.32.25	2-5

Fourth Event.

Harry Fosdick, 20 H. P. Winton.....	0.50.00	2-5
L. J. Phelps, 20 H. P. Phelps.....	0.56.15	2-5
Webb Jay, 10 H. P. White.....		

Fifth Event.

A. E. Morrison, 24 H. P. Peerless.....	0.36.44	1-5
Percy Pierce, 24 H. P. Pierce.....	0.44.31	4-5
H. E. Rogers, 24 H. P. Peerless.....	0.48.07	2-5
Alexander Winton, 24 H. P. Winton.....	1.33.02	3-5

Sixth Event.

J. L. Breese, 40 H. P. Mercedes.....	0.34.09	4-5
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Second Day.

Seventh Event.

F. H. Peabody, 4 H. P. Olds.....	1.20.46	
Benj. Smith, 7 H. P. Olds.....	2.16.55	
Turner, 7 H. P. Olds.....	2.25.51	2-5

Eighth Event.

E. A. Morrison, 24 H. P. Peerless.....	0.29.06	4-5
(Protested as overweight.)		
Webb Jay, 10 H. P. White.....	0.42.19	4-5
L. J. Phelps, 20 H. P. Phelps.....	0.47.20	2-5
H. W. Alden, 12 H. P. Columbia.....	0.51.50	2-5
Arthur Gardiner, 16 H. P. Rambler.....		

Ninth Event.

H. S. Harkness, 60 H. P. Mercedes.....	0.24.37	3-5
F. E. Stanley, 6 H. P. Stanley.....	0.28.19	2-5
J. L. Breese, 40 H. P. Mercedes.....	0.31.22	4-5
Otto Nestman, 7 H. P. Stevens-Duryea.....	0.40.35	
A. E. Morrison, 24 H. P. Peerless.....		

Tenth Event.

J. Mallon, Consolidated Motor Co.....		
Eleventh Event—Motor Cycles.		
Arthur Batchelder, 2 H. P. Metz.....	0.34.11	3-5
Dickerson, 2 H. P. Metz.....	0.52.42	2-5

The Motor Boat and Water Carnival.

The Palm Beach Power Boat Association of Palm Beach, will hold its first annual Motor Boat and Water Carnival February 1 to 4. Mr. Fred Sterry and Lieut. Willoughby have laid out the course and made arrangements for the success of the carnival. Mr. A. J. McIntosh, of the American Power Boat Association, under whose rules and auspices the tournament will be held, has approved the four days' programme, which provides for boats of many different horse-power and also takes in some sailing boat classes.

What promises to be the great feature of the water carnival at Palm Beach will be the two parades, one at night, illuminated, in which some score of electric launches will take place, as well as houseboats, motor boats, etc.; and the other, the flower carnival, a day parade. The lady guests of the big hotels and cottages will be invited to take part in the floral affair, and it is expected that the scene will present a picture that has seldom been equalled in the way of a water carnival.



Palm Beach, Lake Worth, showing Whitehall, residence of Mr. Henry M. Flagler. The lake is the scene of the motor boat races of 1905.

Lieutenant Hugh L. Willoughby, who was in charge of the Rhode Island Naval Reserves for several years and who spends his winters on his houseboat in Florida waters, where he has other boats also, and who took charge of the famous Newport marine parade a few years ago, which was said to be the greatest water parade ever seen in the world, will superintend the Florida affair, and that means that the parade will be an immense success.

The following programme has been decided upon; but some additions may be made to it just before or during the tournament:

PROGRAMME OF MOTOR BOAT RACES, PALM BEACH.

Feb 1—Free-for-All Day (No Handicap).

- 2:30 P. M.—High speed motor boats, 4 miles.
- 3 P. M.—Pleasure motor boats, 4 miles. (Under 12 miles an hour.)
- 3:30 P. M.—Motor boats (manufacturers only), 4 miles.
- 4 P. M.—Cain motor boats, 4 miles.
- 4:30 P. M.—Charter motor boats, 4 miles.
- 5 P. M.—High speed motor boats, 8 miles.

Feb. 2—High Speed Day. East Coast Cup Day.

- 3 P. M.—Sailing boats and auxiliaries, 4 miles. (Free-for-all.)
- 3:15 P. M.—High speed boats, 20 miles, American Power Boat Association for \$500 Subscription Cup, East Coast Cup.
- 3:30 P. M.—Charter rowboat races.
- 4 P. M.—Pleasure rowboat race.
- 4:30 P. M.—Fishing boats. (Sailing.)
- 8 P. M.—Night parade. Prizes for night decorations (three prizes). Evolutions around houseboats.

Feb. 3—Flower Day.

- 10 A. M.—Endurance race (all motor boats) based on speed, reliability and facility of operation.
- 11 A. M.—All motor boats (under 12 miles), 1 mile dash.
- 11:30 A. M.—High speed, 1 mile dash.
- 12 M.—Motor boats (under 12 miles), 4 miles. American Power Boat Association Handicap.
- 4 P. M.—Flower carnival and day parade. Each boat will invite guests.

Feb. 4.

Start of endurance race to Miami, Key West and Havana, with some races at two former points.

Sir Thomas R. Dewar, M.P., of London, England, has accepted the invitation to act as an associate referee of the carnival with Mr. Henry M. Flagler. The judges will be the famous actor, Joseph Jefferson; A. J. McIntosh, of the American Power Boat Association; Lieutenant Hugh L. Willoughby, and ex-Commodore P. F. Griffin, of the Bayswater Yacht Club, and other competent officials. The timers will be taken from New York, so that the timing of the races will be in the hands of experts.

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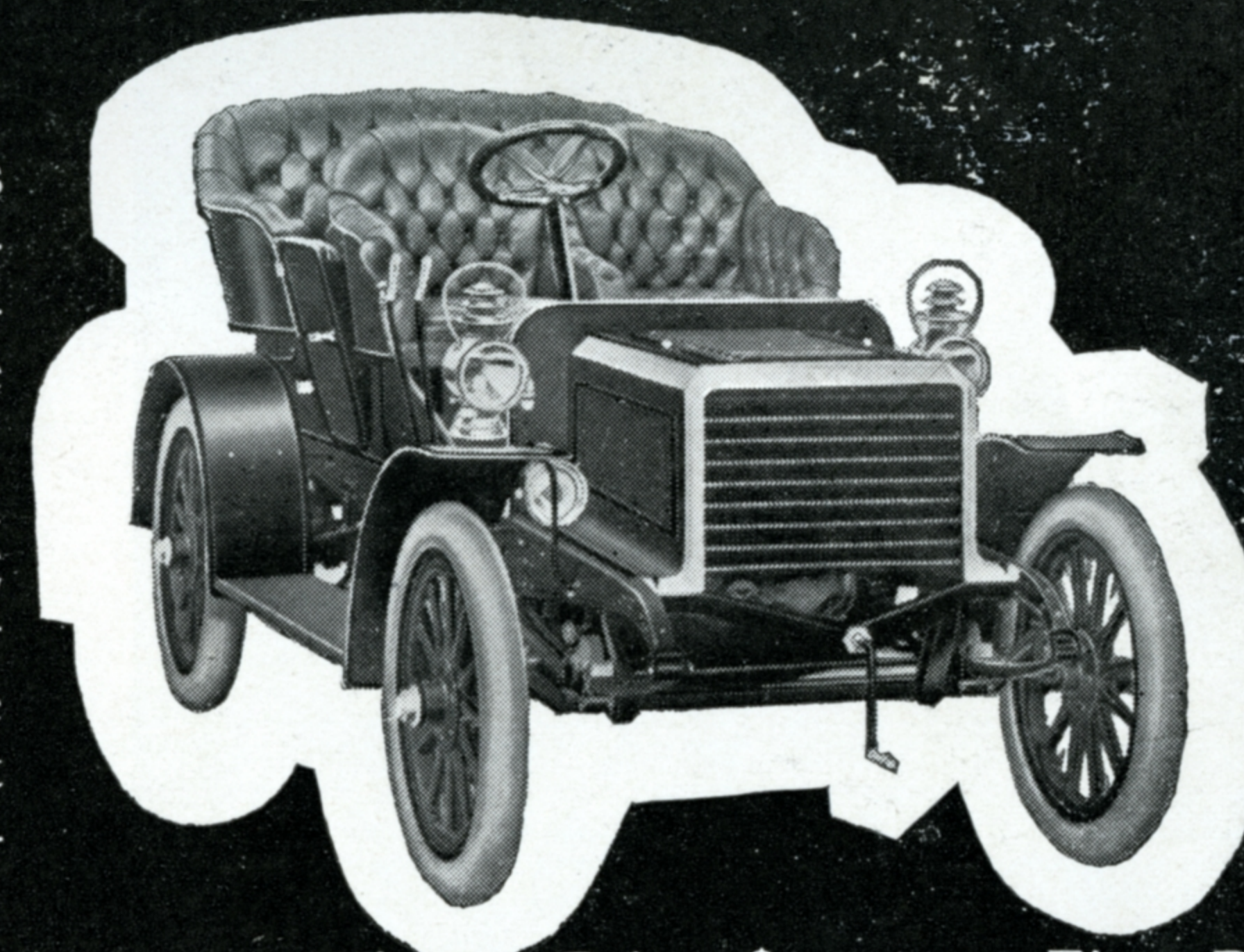
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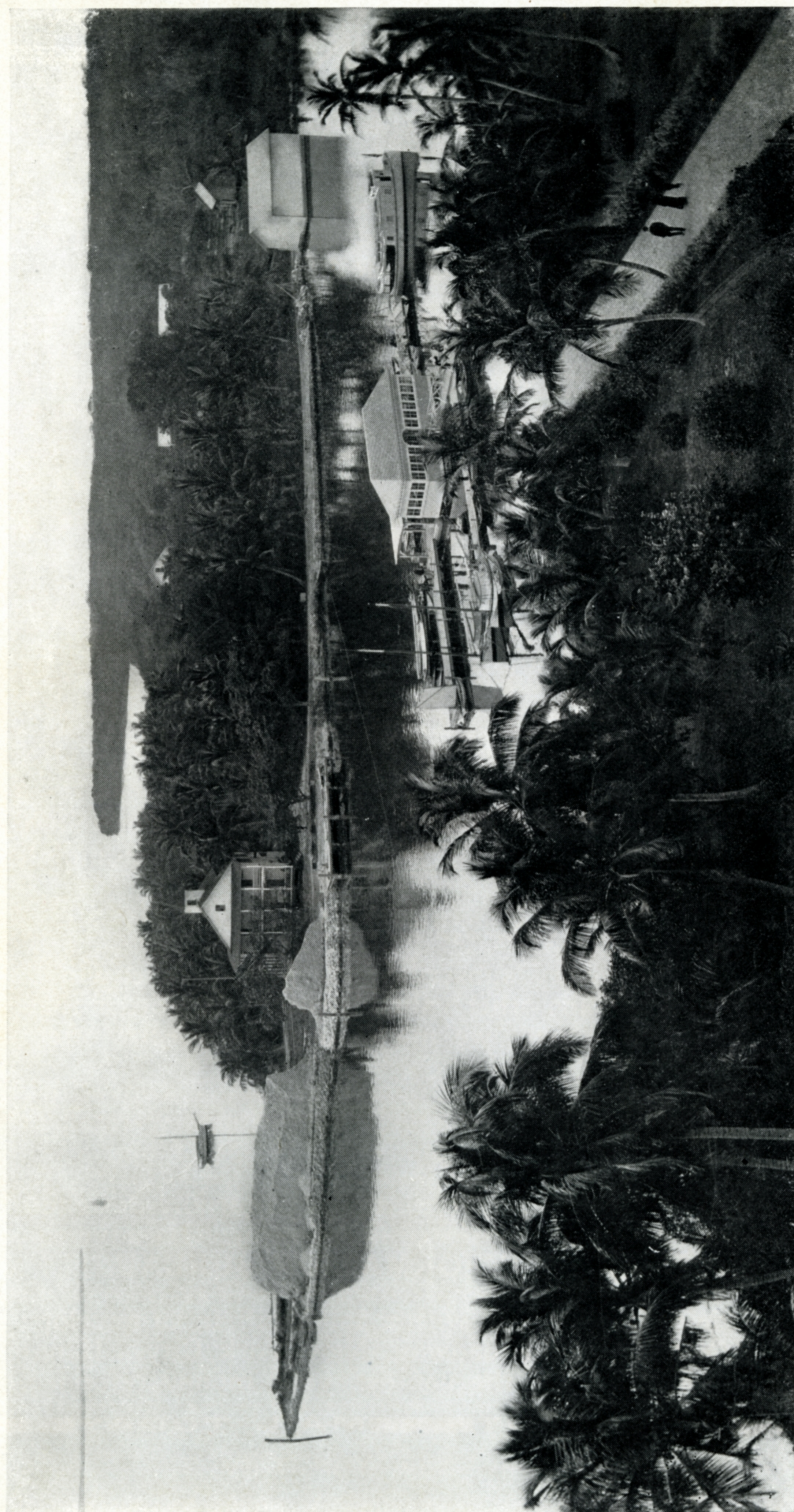
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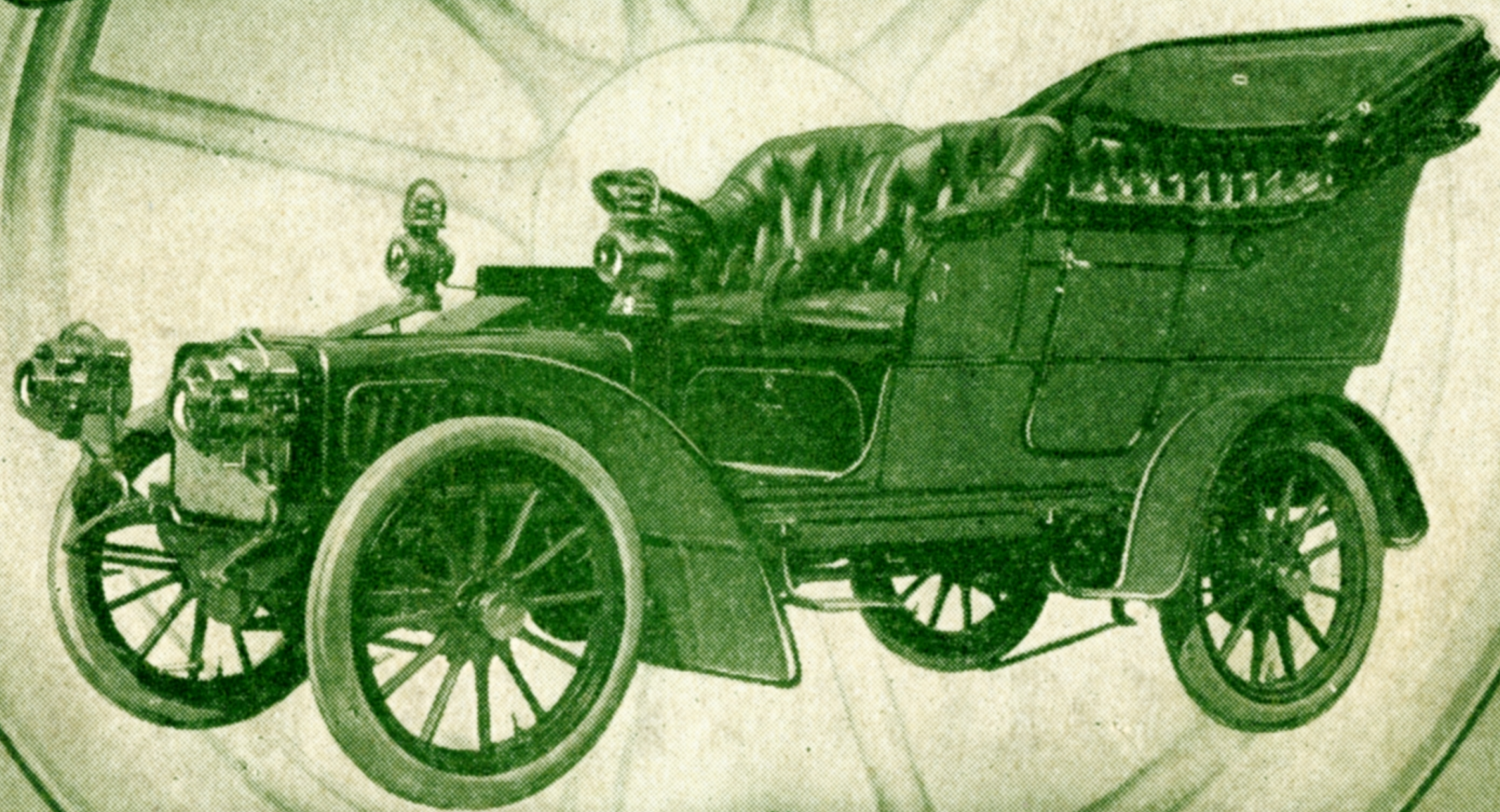
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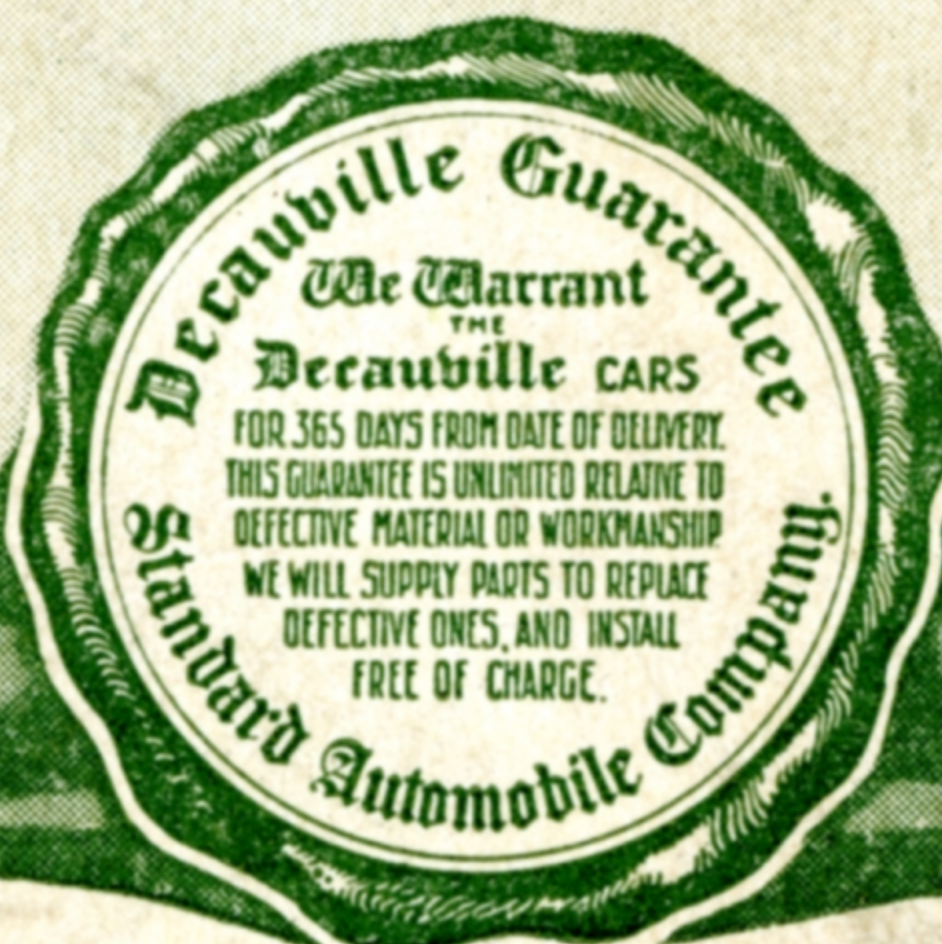
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